



DATE: June 24, 2016
TO: Board of Directors
FROM: Barrow Emerson, Planning & Development Manager
SUBJECT: PUBLIC HEARING REGARDING COMPREHENSIVE OPERATIONAL ANALYSIS (COA) SERVICE PROPOSAL OPTIONS

I. RECOMMENDED ACTION

That the Board of Directors:

- A) Receive an updated public comment summary, consider public input provided at the June 24th Board meeting, close the public hearing, and**
- B) Approve Resolution adopting Title VI findings related to impact of service reductions on protected communities, and**
- C) Receive two alternative proposals for reductions to the METRO fixed-route service network, and**
- D) Accept the staff and Board Ad Hoc COA Committee recommended alternative, Scenario #3a and authorize the CEO to proceed with the FTE and service reductions noted in this Scenario, and**
- E) Authorize the CEO to proceed with further full time equivalent (FTE) and service reductions (Scenario #3c), in the event the November Santa Cruz Regional Transportation Commission (SCCRTC) transportation sales tax measure is not successful.**

II. SUMMARY

- The Board received the COA initial “baseline” proposal for a reduced fixed-route service network to meet the required operating budget savings target at its March 25, 2016 Board meeting.
- On April 22nd, the Board initiated a 30-day public comment period culminating with a public hearing held May 26th and 27th. On May 27th the Board continued the public hearing through June 24th; allowing additional comments on the proposed service changes presented during the May 26 and 27 hearings.
- In response to Board, public, and partner input, the project team made extensive modifications to the initially proposed network, while maintaining the same level of savings.
- A Title VI analysis has been prepared which studies the impact of the proposed service changes on minority and low-income communities.

- Increased service levels have now been added to the “baseline” proposal as a result of additional funding from both UCSC and Cabrillo College, UTU and Management “givebacks”, and an overtime - extra board swap.
- Per Board direction, staff has also prepared an additional service scenario related to potential funding from a SCCRTC transportation sales tax measure on the November general election ballot.
- These updates were vetted on June 15th by the Board Ad Hoc COA Committee, which consists of four members of the Board, who recommend that the Board approve Scenario #3a; with #3c being the approved option in the event the November 2016 sales tax measure is not approved by the voters. See Attachment F.
- Staff recommends that the Board receive:
 - A public comment summary
 - Two alternative proposals for a reduced fixed-route service network based on different funding levels.

III. DISCUSSION/BACKGROUND

Structural Deficit

In 2014, Santa Cruz Metropolitan Transit District (METRO) identified the systemic causes of a structural deficit resulting from recurring revenue failing to keep pace with recurring expenses. METRO has used its operating and capital reserves year-after-year to balance the operating budget and forecasts the full depletion of the remaining reserves in FY17. Aligning transit service costs with recurring revenue is necessary in order to provide effective, sustainable transit service throughout the county. Attachment A provides an overview of the journey METRO has taken since May of 2014 to address the structural deficit.

Public Comment Summary

At the May 27th Board meeting, the Board approved a motion to continue the public hearing to June 24th and to continue to receive public comment. Attachment B provides a summary of all public input through June 17th, including comments categorized by the provider’s demographic characteristics and reference to specific routes. This summary can be found on the project website scmetroforward.com, along with the full text of all comments received to date.

Additional public comment may be received at the June 24th Board meeting, prior to closing of the public hearing and adoption of service changes.

Title VI

As part of the service planning process a Title VI analysis has been completed on the initial “baseline” network”. See Attachment C, Exhibit 1. Title VI is a process which identifies the impact of significant/major service changes on low-income and minority communities, to determine whether these impacts either create a disparate impact on minority communities or a disproportionate burden on low income populations.

The vast majority of the routes with major services changes, including those serving higher than average minority or low-income populations, have multiple other transit options available. In most cases, while a frequent network may not be maintained, lifeline services are still available for those who depend on transit. A majority of areas where service is entirely eliminated have lower than average concentrations of minority and low income populations; the one exception being Graham Hill Road.

The FTA Circular 4702.1B “Title VI Program Guidelines for Federal Transit Administration Recipients” provides that a transit agency “can implement a fare increase or major service reduction that would have disproportionately high and adverse effects provided that the [agency] demonstrates that the action meets a substantial need that is in the public interest and that alternatives would have more severe adverse effects than the preferred alternative.” It has been determined that alternatives to these recommendations would have more severe adverse effects (including the possible shutdown of the entire METRO service), thus justifying the major service changes.

Unfortunately, due to tight financial constraints, not all negative impacts could be avoided. Without reducing METRO’s service area, route frequencies and spans of service would need to be further cut; without reducing frequencies and span, the service area would need to shrink further. The Comprehensive Operations Analysis balances impacts to riders with the financial constraints currently faced by METRO. Any remaining route level impacts which may have a disparate impact on Title VI riders are unavoidable. To retain these less productive routes and service frequencies would compromise the network and potentially impact a greater number of system riders; including minority and low income riders.

Service Restructure

On May 8, 2015, the CEO recommended, and the Board approved, the initiation of a RFP to secure a professional service contractor to assist METRO in a systemwide restructuring. It was pointed out that METRO had not undergone a systemwide restructure in over fifteen years. Irrespective of a fiscal structural deficit or not, METRO was overdue for a systemwide restructuring. It was proposed that the contractor would assist METRO in both a systemwide restructure and in identifying approximately \$5 million in service reductions. The

term systemwide restructuring later changed to Comprehensive Operational Analysis (COA).

Through a combination of technical analysis by the consultant Transportation Management and Design, inc. (TMD), METRO staff and public input from an extensive outreach program, an initial “baseline” service reduction proposal was presented to the Board on March 25th, which achieved an FY17 operating savings target of \$5.1 million, while still maintaining a viable fixed-route service network that provides community mobility and geographic coverage. In the following three months the project team was able to make modifications to the “baseline” proposal to address public and Board input, while maintaining the targeted savings.

In the last two months, METRO has established arrangements with UCSC (\$600,000) and Cabrillo College (\$944,000) to receive \$1.54 million in additional funding to retain services previously scheduled for elimination as part of the “baseline” service reduction plan. These services are now included in the “baseline” service proposal and will be referred to as “Scenario #1”. This “baseline” proposal requires 139 operator FTEs and achieves a revised savings target of approximately \$3.5 million. Included in Scenario 1 are UTU and Management “givebacks” and an overtime – extra board swap. If the November SCCRTC sales tax measure is successful, METRO could possibly add back up to \$2.4 million in service on 6/18/17.

Attachment D is an updated spreadsheet summarizing service changes by route including routes proposed for elimination and changes in frequency and span of service for remaining routes, and the rationale behind the modifications.

Attachment E is a series of updated maps supporting Attachment D, which show the location of proposed modified routes and routes proposed for elimination.

Recommended Fixed-route Service Level Proposal

Per direction from the Board at the May 27th Board meeting, in addition to the “baseline” proposal (Scenario #1), staff has developed an additional service level proposal (Scenario #3) based on assumptions about the November SCCRTC transportation sales tax measure (see Attachment F):

Scenario #3a - This new service level proposal assumes additional funding beyond the baseline proposal (Scenario #1), from a successful November SCCRTC transportation sales tax measure. Key features of this proposal include:

- a. No layoffs on 9/7/16, maintaining a service level provided by 146 bus operator FTEs.
- b. Retention of 3 bus operator FTEs and corresponding service as a result of UTU and Management “givebacks”.

- c. Retention of 4 additional bus operator FTEs, using approximately \$377K in Reserves, while awaiting potential start of new sales tax revenue in June of 2017.

Scenario #3c - If the November SCCRTC transportation sales tax measure is unsuccessful, the following would occur:

- a. No layoffs on 9/7/16, maintaining a service level provided by 146 bus operator FTEs.
- b. Retention of 3 bus operator FTEs and corresponding service as a result of UTU and Management “givebacks”.
- c. 4 bus operator FTEs would be retained until 6/17/17 using approximately \$395,000 in Reserves.
- d. Bus operator FTEs would be reduced on 6/17/17 by 4 FTEs to 142 FTEs on 6/18/17.

Staff and the Board Ad Hoc COA Committee recommend Scenario #3 as the preferred service and budget level proposal.

If Scenario #3 is accepted by the Board, additional transit services will added back into the recommended service level proposal (Scenario 3a), commensurate with the seven bus operator positions retained as a result of the UTU and Management “givebacks” and the potential success of the November SCCRTC transportation sales tax measure.

If the sales tax measure is not successful the services supported by four bus operator positions funded by the measure would be eliminated effective 6/17/17 (Scenario #3c). Bus operator positions on 6/18/17 would be 142 FTEs.

The priority in selection of these proposed additional transit services would be:

1. Improved span of service to support access to employment and education
2. Improved frequency in the mid-day to enhance access to medical, social, and other services.

Public comment, including those received at the June 24th Board meeting, would influence the specific routes and trips ultimately chosen.

IV. FINANCIAL CONSIDERATIONS/IMPACT

The adoption of Scenario #3a assumes the following major financial impacts:

- Cabrillo will add \$944K in operating revenue.

- UCSC will add \$600K in operating revenue.
- Retention of 146 Bus Operator FTE's.
- No layoffs of Bus Operators on 9/7/16.
- The incorporation of UTU-PC, UTU-FR, and Management givebacks.
- The use of approximately \$377K in Reserves to balance the FY17 Operating Budget.
- The SCCRTC Sales Tax Measure passes, providing Santa Cruz METRO an estimated \$2.4M in operating revenue in FY18.

If the November SCCRTC transportation sales tax measure fails, the impacts of Scenario #3c would include:

- 4 FTE layoffs on 06/17/17
- Use of approximately \$395K in Reserves
- 142 bus operator FTEs as of 6/18/17.

V. ALTERNATIVES CONSIDERED

Any alternate proposal other than Scenario #1 or #3 that results in a savings of less than \$3.5 million in fixed-route operating costs will require additional commitment of Reserves or some other unknown funding source.

VI. ATTACHMENTS

- Attachment A:** Overview of the Structural Deficit Journey.
- Attachment B:** Summary of all public input through June 17th.
- Attachment C:** Resolution to approve and adopt Title VI Compliance Review for proposed service change.
- Attachment D:** Weekday and weekend route-by-route summary of proposed service changes.
- Attachment E:** Maps showing locations of modified, new, and eliminated routes.
- Attachment F:** One-Page Summary of Scenarios.

VII. APPROVALS:

Barrow Emerson
Planning & Development Manager



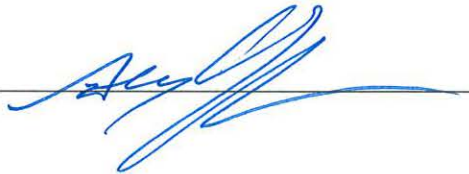
Approved as to form:
Leslyn K. Syren, District Counsel



Approved as to fiscal impact:
Angela Aitken, Finance Manager



Alex Clifford, CEO/General Manager



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Attachment A

Overview of the Structural Deficit Journey

Date	Action/Milestones	Structural Deficit	Approx. FTE (bus operators) Reduction or Add Equivalent
May 2014	New CEO identifies a structural deficit and expresses concern in using "capital eligible" STIC and STA in the operating fund.		
August 2014	Start of Structural Deficit Board Workshops: Workshops 1 – 3 focus on contributing factors to the structural deficit and benchmarking against peer properties.	CEO introduces the possibility of 25 – 30% service reduction needed	
	Initial projection that the Capital & Operating Reserves would be exhausted by 6/30/16 and other mission critical Reserves would be underfunded.		
November 2014	Structural Deficit Workshop #4 focuses on state-of-good-repair and introduces the unfunded capital projects list.		
January 2015	Structural Deficit Workshop #5 introduces revenue enhancements and possible paratransit changes		
April 2015	Board adopted the Highway 17 fare increases; paratransit fare increases; paratransit service restructuring; and other paratransit policy changes.		
May/ June 2015	FY16 budget - Efficiencies and cost reductions identified. Non-labor expenses reset to FY14 actuals.	FY15 structural deficit \$3.41M FY16 structural deficit \$5.04M FY17 structural deficit \$5.21M (projected)	
August 2015	Union & management pay concessions		

Attachment A

August 2015	TMD awarded contract to assist in the Comprehensive Operations Analysis (COA)	Structural deficit target set at \$5.1M	-43
	Board approved \$5K retirement incentive CEO holds all current & future bus operator vacancies and covers assignments with OT		Vacant = 6
March 2016	State notifies METRO that we will receive \$1.1M less in STA than the previous year. About ¾ of the loss results from lower diesel fuel sales and about ¼ from the State Controller changing the calculation methodology. March 25, 2016 - Board motion to hold ParaCruz “harmless” from any fixed-route system changes, AND, to make no assumptions about the success or otherwise of the upcoming sales tax measure or Cabrillo student senate vote.	Structural deficit increases to \$6.3M COA target held at \$5.1M \$1.2M difference to be resolved with operational efficiencies; vacant position reductions; and a slower strategy in removing the Operations Fund dependency on STA & STIC.	
April 2016	Board authorized a retirement and separation \$17K incentive		Est. Retirement = 11
May 2016	Governor’s May Revised Budget further lowers diesel fuel projections. Impact to METRO is approx. \$300K less in STA revenue than the previous projection.	RE: \$300K additional STA loss – Board directs no further action at this time to increase structural deficit target by the \$300K loss, pending trailer bill to resolve the State Controller methodology change.	
	Cabrillo College Student Pass Initiative passes	\$944K	
	Continued work with UCSC partner to increase revenues	\$600K	
	Continued work with VTA to increase revenues	\$ 50K	
May/June 2016	Board to make final decisions on service reductions and the FY17/FY18 Operating budget. COA target is reduced by the additional revenues resulting from the Cabrillo College Student Pass, the UCSC agreement and vacancies and retirements.	\$5.1M COA Target (\$600K) – UCSC revenue increase <u>(\$944K) – Cabrillo College Student Pass</u> \$3.556M Adjusted COA Target CEO proposes to save 6 positions using OT transfer to Extra-boards	UCSC = 5 Cabrillo = 8 OT xfr = 6 Adjusted FTE reduction target -7 Before Rotkin/UTU Scenario

Attachment B

COA Public Comment Themes (as of 6/17)

Total Comments Received	424
Mail, Phone	31
Email/Project Website	131
Public Comment Meetings	262

Most Common Topics:

1. Bring back 91X service
2. Maintain current frequency for route 71
3. Maintain frequency of service or supply midday service for 69A
4. Keep service past Diridon on 17 Express
5. Keep frequent SLV service so residents can get to schools, medical service, employment.

Details:

- Concern that loss of routes San Lorenzo Valley will result in isolation, job loss, and inability to reach medical appointments or education. A handful of requests to keep 35 service past Mountain store at least twice a day and to maintain 30 minute frequency throughout the day.
- Lots of support by commuters and students throughout the County to keep 91X and maintain 15 minute peak and 30 midday frequency for route 71. Some have suggested 91X run peak time only or raise the fare for express service.
- Commuters and students who use the Highway 17 Express were very concerned with terminating service at Diridon Station.
- From parents whose children participate in the La Selva Beach After School Program and Summer Camp. This program takes field trips using route 56, specifically the Playa stop, once a week on Wednesdays at 8:20am during the summer and 2:20pm during the school year.
- Reduction in frequency of 69A negatively affects people living on Airport and Freedom Boulevards, primarily seniors who worry changes in the route will impact their ability to get to Dr.'s appointments (Dominican, Watsonville and PAMF), grocery shop, errands etc...
- Continue to have comments from La Selva Beach residents, especially seniors, who want service throughout the day. Similarly to SLV, La Selva is isolating for people without vehicles and lacks sidewalks for safe walking.
- Majority of comments from Watsonville focused on routes 91X, 71, and 69A. Of the Watsonville Local routes, 75 and 79 came up most often (15 and 10 times respectively).
 1. 75: serves Green Valley Corridor, current proposal eliminates first and last trips.
 2. 79: Route changed to cover segments lost by discontinuation of 77. Frequency reduced from 60 minutes to 120 minutes.

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COA Public Comments by Route and Demographic Category (as of 6/17/16)							
Routes	Seniors	Commuters	Youth/Students	Disabilities	No Indicator	Total	
SLV							
30		1			1	2	
33						0	
34	1					1	
35	4	7	4	4		23	
Davenport/Bonny Doon			2				
40	1				1	2	
41	1	4	5		1	11	
42		1	3		1	5	
Live Oak/Capitola/Rio del Mar/Aptos							
54	1	1	1	1		5	
55	4	1	1	2		8	
56	1	1	8			10	
66	5	3	1	2	4	15	
68	7	2		5		19	
Santa Cruz Local/UCSC							
3	1				2	3	
4	1			2	1	4	
8				1		1	
10		1		1	1	3	
12		1	3	1		5	
15		1	2			3	
16	1	2	2			5	
19	1	2	2			5	
20	1		1	1	1	4	
22			1			1	

COA Public Comments by Route and Demographic Category (as of 6/17/16)							
Routes	Seniors	Commuters	Youth/Students	Disabilities	No Indicator	Total	
Intercity							
69A	14	13	9	18	58	112	
69W	3	4	7	5	21	40	
71	14	10	12	13	55	104	
91X	1	15	94	6	27	143	
17	2	36	15	1	8	62	
Watsonville Local							
72		2	1	2	8	13	
74	3	2		6	10	21	
75	1	1	2	3	16	23	
77	5	1	2	4	7	19	
79		2	1	2	11	16	

COA Public Comment Topics (as of 6/17/16)	
Community Concerns:	Totals
Seniors	32
Commuters	77
Youth/Students	66
Disabilites	25
Traffic Congestion	30
Environmental Concerns	17
Lifeline Services	2
Lack of Infrastructure to walk or cycle	7
Change METRO Operational	
Bike Sharing Programs	1
Smaller Vehicles	5
Wait to replace bus fleet	1
Establish better transfer system	4
Consolidate routes	3
Reconfigure 69 to serve La Selva Beach	2
If route 12 is cut, have 66 leave mall earlier to accommodate UCSC commuters	1
Don't require buses to terminate at SCM	1
Maintain 91X schedule, decrease service during off peak hours and summer	2
Close stop at Soquel Park and Ride	2
Offer commuter buses that don't stop downtown	1
Decrease outbound trips to San Jose at non peak times	1
Change route in San Jose to go down San Fernando as a way to save time	1
Cut route 35A at Big Basin Way (236)-it is rarely used	1
Increase headways to increase ridership	2
Run fewer Highway 17 buses during off peak hours	1
Allow riders to start and end at bus yard	1
Maintain 30 minute headways during off peak hours for route 69W	1
Allow bikes to be brought on board	2
Implement real time notice system when bus is arriving	1
Keep the bus stops clear of loiterers	1
Keep route 40 on weekends for people hiking Big Basin (5:15 pickup @Waddell)	2

COA Public Comment Topics (as of 6/17/16)		
Coordinate with school buses and drivers to supplement routes		1
Don't cut route 16's first trip at 6:25. provide one bus an hour starting at 6:30 to accommodate UCSC staff		1
Reduce number of stops along routes		2
Maintain Service at Soquel Park and Ride		2
Improve parking and lighting at Pasatiempo pickup-safety concerns in the early morning/evening	ing	1
Maintain 56 service on Wednesdays, 8:20/2:20 to serve La Selva after school program		8
Keep Route 71 on Water Street		1
Maintain Route 12, only way to get across town without changing buses downtown		2
More coordination between METRO arrival and Caltrain departures in San Jose		2
Add seat belts to disabled seating		1
Discontinue or re-analyze route 55: low ridership		1
More frequency of 71, especially during peak hours		2
Discontinue route 3		1
Partner with RTC's Cruz 511 program		1
Relocate/consolidate/reduce bus stops to make routes run more efficiently		1
Improve coordination between 35 and buses leaving to Capitola at SCM		1
Turn 71 into an express service during peak hours		1
Improve bus stops if waits will be longer (seating, shade etc...)		3
Provide service to 5 Branches (acupuncture clinic) mid-day. 68 is only way to get there		2
Create a Park and Ride in Downtown Watsonville		1
Maintain 55 service through Rio Del Mar atleast 3 times a day (morning,afternoon,evening)		2
Keep service past Mountain Store/Country Club (35 and 35ST)		3
Put a tenant in Cavallero Center		1
Combine 72 and 75 to serve agriculture workers		1
Keep atleast 1 bus, 2 trips daily for Big Basin and Mountain Store to serve students		2
Include 11:30 and 2:30 service to La Selva for people working half days or afternoon shifts		1
Have 54/55/56 take Soquel instead of freeway: better access to shopping,residential etc.		1
Include a 41 at 5:30 to accommodate students and commuters		3
Have 41 run 2 trips: 7am and 4:30pm to accommodate student schedules		1
Extend service hours for route 68 to serve Capitola Mall employees who work late		1
Maintain service to Boulder Creek past Country Club/Bear Creek/Sylvan		1
Add service on San Juan Road for students		1
Weekend service on the 79		1

Attachment B

COA Public Comment Topics (as of 6/17/16)		
Combine 35 Country Club and Mountain Store routes		2
Earlier evening bus to Davenport and Bonny Doon for commuters		2
Combine routes 69A and 69W		1
Provide evening bus service out of Capitola Village		1
Stagger routes serving 7th and Capitola so that all busses don't arrive at the same time		1
Look at areas facing significant reduction and make sure residents aren't losing access to grocery stores		1
Change METRO Financial		
Increase fares		7
Increase taxes		5
Charge private companies to advertise on buses		1
Sell new operations center		1
Cap staff salaries		5
Reduce overtime pay		2
Charge private companies for use of facilities		2
Stop plans to remodel Pacific Avenue Station		1
Divert parking revenue to pay for METRO services		1
Ask the community to make donations to METRO		1
Make fares \$1 when riders show their Medicare Card		1
Too much money goes to capital investments		1
Raise fares for express service		1
Wealthy should subsidize public transit		2
Reduce cost of ParaCruz		1
Work with RTC to allocate more funds to METRO from upcoming transportation ballot		1
Have METRO CEO focus on fundraising rather than cuts		1
Shift funds allocated for Highway 1 expansion towards public transportation on the November 2016 Ballot		1
Wait to make any service changes until after a vote on the sales tax ballot measure in November 2016		1

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Attachment C



BEFORE THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

Resolution No. 16-06-__

On the Motion of Director: _____

Duly Seconded by Director: _____

The Following Resolution is Adopted: June 24, 2016

ADOPTION OF THE PROPOSED SERVICE CHANGE TITLE VI COMPLAINT REVIEW

WHEREAS, Santa Cruz METRO is experiencing a severe operating shortfall requiring a system-wide service study to identify cost savings in order for Santa Cruz METRO to remain in operation;

WHEREAS, Santa Cruz METRO commissioned a study of the impact of these proposed service changes by TMD, Inc., consistent with federal FTA regulations and the Title VI obligations contained therein;

WHEREAS, the Title VI study has been completed and is presented to the Board of Directors as Exhibit 1 to this Resolution;

WHEREAS, the Board has determined that such system-wide service restructure is necessary in order for the Santa Cruz METRO to continue its operations;

WHEREAS, the proposed service changes were fashioned to provide access to public transit with the criteria of providing access to employment and educational opportunities, provide maximum access to medical services (with emphasis on the Senior and Disabled populations in the region), maintain to the extent feasible mobility for transit dependant individuals, and provide social connectivity on the weekends.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT, that it hereby adopts by reference the Proposed Service Change Title VI Compliance Review, with the following findings:

1. The service changes are designed to preserve the greatest amount of service to all members of the Santa Cruz community; and
2. There are minor impacts to either the minority or low income populations of the Santa Cruz service area;
3. Alternative routes or services are available to nearly all of the communities affected by the proposed service changes; and
4. Due to the current fiscal crisis faced by Santa Cruz METRO such service changes are necessary in order for Santa Cruz METRO to meet its budget requirements.

Attachment C

PASSED AND ADOPTED by the Board of Directors of the Santa Cruz Metropolitan Transit District on June 24, 2016 by the following vote:

AYES: DIRECTORS –

NOES: DIRECTORS –

ABSENT: DIRECTORS –

MIKE ROTKIN
Board Chair

ATTEST:

ALEX CLIFFORD
CEO/General Manager

APPROVED AS TO FORM:

LESLYN K. SYREN
District Counsel



Proposed Service Change Title VI Compliance Review

June 2016

Prepared by:



Exhibit 1

Purpose

Title VI of the Civil Rights Act of 1964 ensures that “no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI requirements state that agencies which are located in an area with an urbanized population of more than 200,000 persons and which operate more than 50 fixed-route vehicles during peak service must conduct a Title VI equity analysis whenever a major service change is implemented. Santa Cruz METRO’s urbanized area population is below the 200,000 person threshold and therefore is not subject to Title VI. However, the agency maintains committed to ensuring that there are minimal impact to the area’s residents and therefore willingly conducted a modified Title VI analysis, following the FTA guidelines. Santa Cruz METRO has committed to the FTA’s Title VI objectives set forth in Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color or national origin.

This analysis was conducted in compliance with 49 CFR Section 21.5 (b) (7) Appendix C to 49 CFR Part 21 and Chapter Four of the FTA’s Circular 4702.1B that was issued on October 1, 2012. Santa Cruz METRO evaluated its service reductions to comply with Title VI requirements, despite not being required to conduct the evaluation based on the urbanized area population.

Background

Santa Cruz METRO is the main public transit provider in Santa Cruz County, operating in a service area of 446 square miles. Without significant service reductions in the upcoming fiscal year, the agency is currently proposed to operate with a shortfall of \$6.5 million. Previously, reserve funds have been used to cover the gap between funding and operational costs. However, with the depletion of the remainder of these resources, a system-wide study was conducted to identify cost savings in order for Santa Cruz METRO to remain in operation. Over the past seven months, a Comprehensive Operations Analysis (COA) was conducted for the Santa Cruz METRO transit system. A set of recommendations and service scenarios were designed to build upon the network’s market opportunities and performance strengths, minimize ridership loss, ensure adequate coverage throughout the County, and put Santa Cruz METRO on a path to financial sustainability.

Prepared by:



Exhibit 1

Service Change Title VI Compliance Review

Definition of Major Service Change

Title VI policies require review of any service reductions considered by the agency to be a “major service change.” Santa Cruz METRO defines a major service change as the substantial difference of the amount of service on a bus route, representing more than 25 percent reduction in the route service hours.

Proposed Service Changes

In order to address the budget shortfall, the METRO Forward Comprehensive Operations Analysis Final Report proposes reductions to routes across all service categories. Table 1 displays these proposed changes. Proposals that constitute a major change (a reduction in service hours by more than 25 percent) are denoted in bold red font.



Exhibit 1

Santa Cruz Metropolitan Transit District

Table 1: Proposed Service Changes

Proposed Service Changes and Percent Change Impacts							
Route	Service Tier	Route Name	Service Change		Annual In-Service Hours		
			Type	Details	Current	Proposed	Percent Change
Route 3	Local	Mission / Natural Bridges	Frequency and span reduced.	Weekday frequency reduced to every 120 minutes, span reduced by one hour.	2,461	1,520	-38.3%
Route 4	Local	Harvey West / Emeline	Span reduced.	First trip discontinued.	2,071	1,883	-9.1%
Route 4W	Local	Harvey West Weekend	Service discontinued.		208	0	-100.0%
Route 8	Local	Emeline	Service discontinued.		151	0	-100.0%
Route 10	UCSC	UCSC Via High	Span reduced, service days reduced.	Service changed to run school-year only. First trip discontinued.	4,674	3,771	-19.3%
Route 12	UCSC	UCSC / East Side Direct	Service discontinued.		159	0	-100.0%
Route 15	UCSC	UCSC via Laurel West	Frequency and span reduced.	School year service reduced to be consistently every 30 minutes during day, 15 minutes peak. First and last two trips discontinued.	5,265	4,590	-12.8%
Route 16	UCSC	UCSC via Laurel East	Frequency and span reduced.	First trip discontinued, consistent service over the school year. Weekend headways reduced to be consistent 30 minutes. Weekend span reduced by 1.5 hours.	12,047	11,609	-3.6%
Route 17	Highway 17	AMTRAK Hwy 17 Express	Alignment change, frequency reduced.	Service to/from Soquel Park & Ride discontinued. 6 weekday, 3 weekend (one-way) trips discontinued.	21,093	17,139	-18.7%
Route 19	UCSC	UCSC via Lower Bay	Summer frequency reduced.	Reduce frequency in Summer from 30 to 60 minutes.	6,680	6,319	-5.5%
Route 20/20D	UCSC	UCSC via Westside	Alignment change and weekend span reduced.	Rerouting starting at 6:20P (5:20 weekends) to connect UCSC to Delaware via Western, Mission, Almar. Pacific Shores deviation discontinued. Weekend span reduced.	6,406	6,615	3.3%
Route 30	Local	Graham Hill / Scotts Valley	Service discontinued.		879	0	-100.0%
Route 33	Rural	Lompico SLV / Felton Faire	No change.		228	227	-0.5%
Route 34	Rural	South Felton	No change.		180	180	0.2%
Route 35	Intercty	San Lorenzo Valley - Mountain Store/Country Club	Alignment, frequency, and span change.	Service past Mountain Store / Country Club discontinued. Off-peak and weekend frequency reduced to every 60 minutes. Weekend span shortened by 4.5 hours.	21,547	15,046	-30.2%
Route 40	Rural	Davenport / North Coast Beaches	Alignment, frequency, and span change. Weekend service eliminated.	Route to serve Davenport and SCHS, service west of Davenport discontinued (Cement Plant, Waddell Creek). 3 weekday trips eliminated, weekend service discontinued.	1,031	187	-81.8%
Route 41	Rural	Bonny Doon	Alignment, frequency, and span change. Weekend service eliminated.	Morning trip only for Bonny Doon - Santa Cruz. 3 weekday trips eliminated, weekend service discontinued.	1,645	195	-88.1%
Route 42	Rural	Davenport / Boony Doon	Alignment and change, additional trip.	Route to serve SCHS, Davenport and then Bonny Doon. One trip added.	482	1,005	108.6%
Route 54	Local	Capitola / Aptos / La Selva Beach	Service discontinued.		612	0	-100.0%
Route 55	Local	Río del Mar	Alignment change.	Service discontinued on Río del Mar Blvd; trips at 8:30 and 1:30 extend out to Via Pacifica (covers Route 56 elimination).	2,301	2,251	-2.2%
Route 56	Local	La Selva	Service discontinued.		460	0	-100.0%
Route 66	Local	Live Oak via 17th	Span reduced.	Weekend span reduced by 3 hours.	6,943	6,786	-2.3%
Route 68	Local	Live Oak via Broadway / Portola	Span reduced.	Service reduced to run peak only. Weekend span reduced by 5 hours.	5,444	3,120	-42.7%
Route 69A	Intercty	Capitola Rd. / Watsonville Via Airport	Span reduced.	Run during peak times only.	10,195	7,266	-28.7%
Route 69W	Intercty	Capitola Rd. / Cabrillo / Watsonville	Frequency reduced.	Evening service currently every 30 minutes reduced to every 60 minutes. Weekend span reduced by 2.5 hours.	13,266	12,783	-3.6%
Route 71	Intercty	Santa Cruz - Watsonville via Freedom	Frequency reduced, alignment change.	Weekday frequency reduced to 30 minutes all day (currently 15 minutes peak, 30 midday). Every other trip will run on Clifford and Lincoln/Crestview. Weekend frequency reduced to 60 minutes.	32,350	26,057	-19.5%
Route 72	Local	Corralitos	Alignment and span change, weekend service added.	Alignment change south of Freedom Centre, serves Airport Blvd and Ohlone Parkway. Service to Corralitos discontinued. 2 trips discontinued. Weekend service added.	3,455	3,558	3.0%
Route 74	Local	Ohlone Parkway / Rolling Hills	Service discontinued.		3,153	0	-100.0%
Route 74S	Local	PVHS Watsonville Hospital	No Change.		519	519	0.0%
Route 75	Local	Green Valley	Span reduced.	Weekday and weekend span reduced.	5,148	4,260	-17.2%
Route 77	Local	Civic Plaza / Pajaro	Service discontinued.		1,757	0	-100.0%
Route 79/79W	Local	East Lake	Alignment, frequency, and span change.	Alignment change to serve Pajaro Valley (except on weekends). Frequency reduced to run every 120 minutes (weekdays), and 2 trips (weekends).	2,485	1,330	-46.5%
Route 91X	Intercty	Express Santa Cruz / Watsonville	Service discontinued.		9,223	0	-100.0%
System Total					184,526	138,216	-25.1%

Exhibit 1

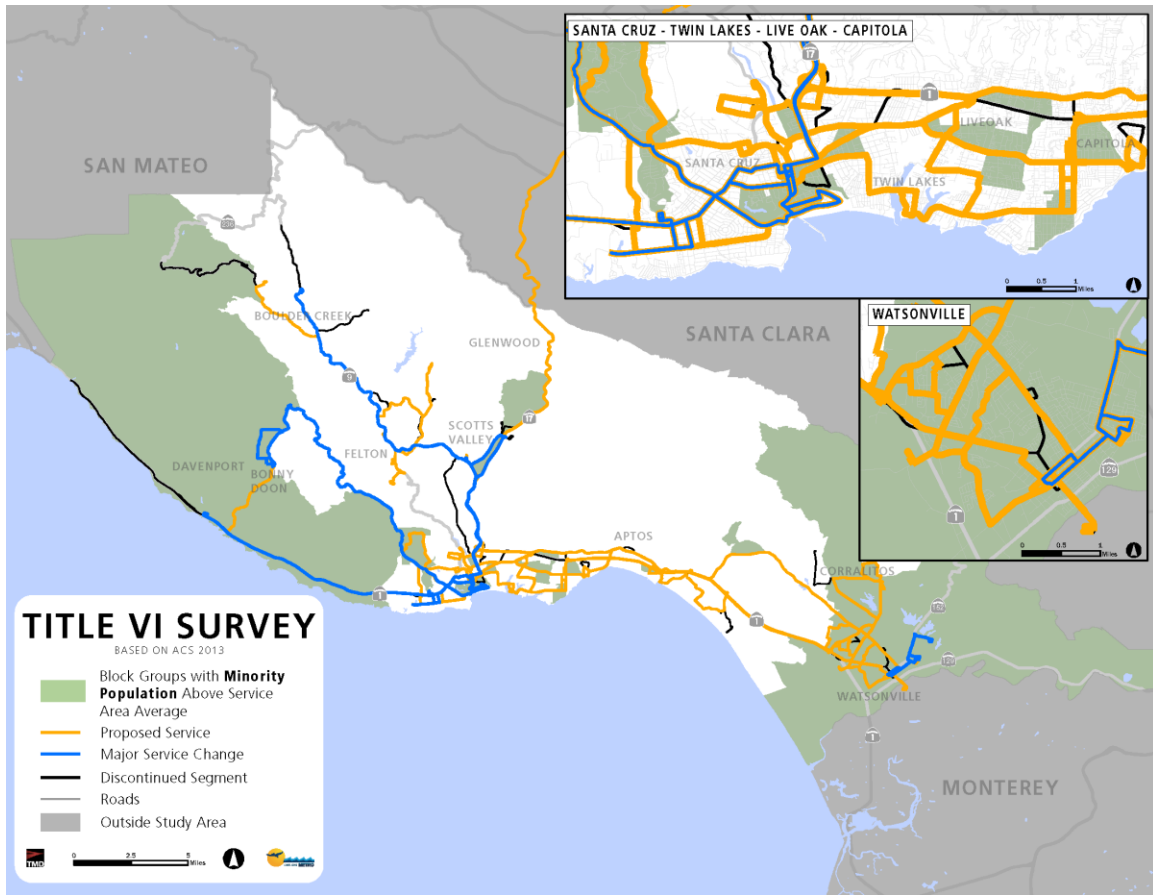
Service Change Title VI Compliance Review

Effects of the Major Service Changes on Minority and Low-Income

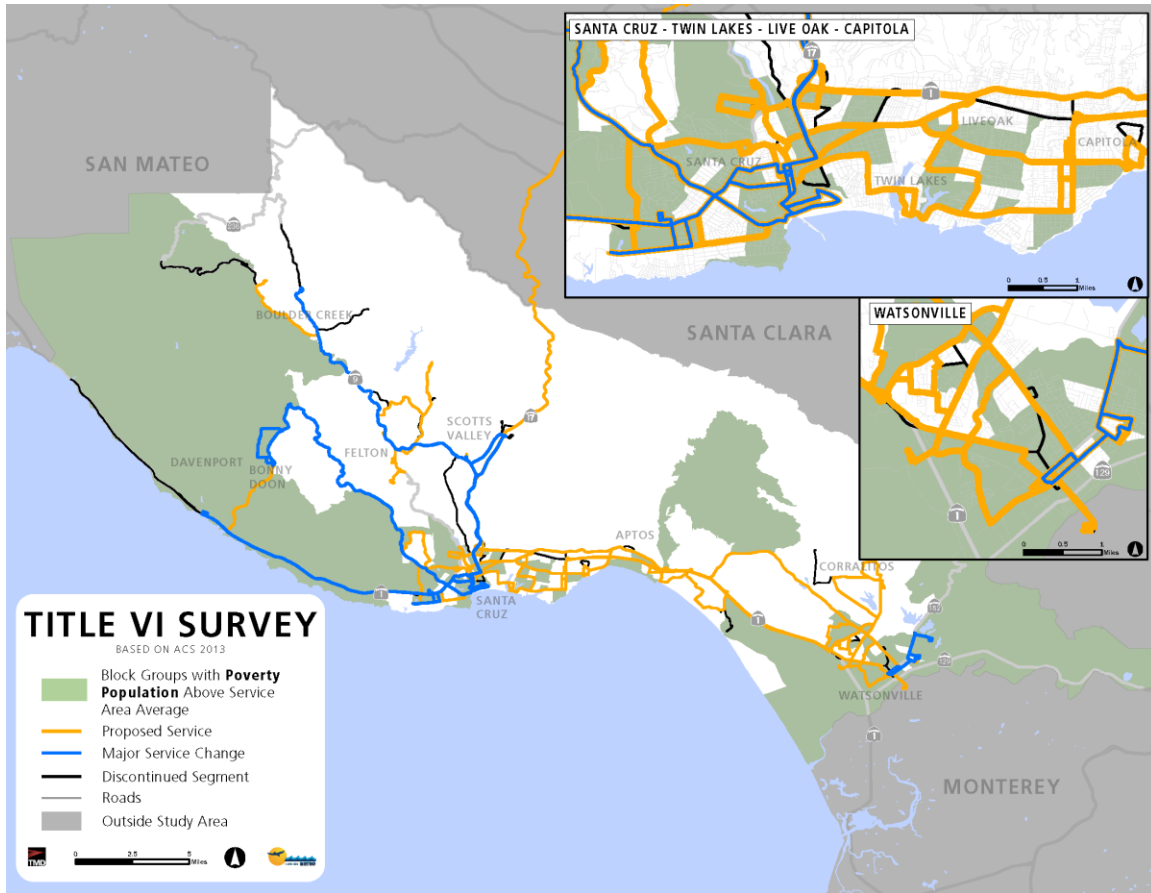
As shown above, several routes are proposed for elimination, realignment, reduced frequencies, or adjusted service spans and days of operation. Most service reductions are proposed in less productive rural or suburban areas (as measured by the number of persons riding the routes each hour, or those routes with higher costs per passenger); services were retained in the urban core where transit is most successful. The following maps display the geographic areas impacted by proposed service changes.

Map 1 and Map 2 show areas that have a higher minority or low-income population than the METRO service area average in relation to proposed route eliminations and major service changes.

Map 1: Minority Populations



Map 2: Low-Income Populations



Impacted Populations

The purpose of the Title VI assessment is to identify any major service changes that have a disparate impact or disproportionate burden on minority and low-income populations and riders. In order to determine any potential effects, the percentage of the population that qualifies as minority or low-income within a half-mile catchment area was calculated for all existing METRO routes (using 2013 American Community Survey block group data) and averaged across each service type. Routes that meet or exceed the defined “major service change” threshold were compared to the service type average of minority and low-income population percentages¹, as shown in Table 2 below (route service area populations that exceed the service level average are denoted in bold red font).

¹ The averages for each service type were calculated based on all routes within in tier, regardless of whether there was a major service change.



Table 2: Population near Routes with Major Service Changes

Census Demographics			
Route	Name	% Minority	% in Poverty
Local		44.4%	16.3%
Route 3	Mission / Natural Bridges	27.5%	23.7%
Route 4W	Harvey West Weekend	35.5%	24.8%
Route 8	Emeline	29.0%	23.6%
Route 30	Graham Hill / Scotts Valley	24.9%	17.6%
Route 54	Capitola / Aptos / La Selva Beach	23.1%	9.7%
Route 56	La Selva	22.7%	9.8%
Route 68	Live Oak Via Broadway / Portola	31.6%	19.9%
Route 74	Ohlone Parkway / Rolling Hills	84.2%	21.0%
Route 77	Civic Plaza / Pajaro	86.1%	22.7%
Route 79/79W	East Lake	83.6%	22.5%
Intercity		39.8%	15.0%
Route 35	San Lorenzo Valley - Mountain Store/Country Club	20.8%	14.3%
Route 69A	Capitola Rd. / Watsonville Via Airport	48.1%	17.3%
Route 91X	Express Santa Cruz / Watsonville	44.2%	17.6%
UCSC		29.8%	19.8%
Route 12	UCSC / East Side Direct	28.7%	18.0%
Rural		25.4%	16.5%
Route 40	Davenport / North Coast Beaches	26.9%	23.7%
Route 41	Bonny Doon	27.7%	18.4%

Source: American Community Survey 2013 5-Year Estimates, based on a 0.5 mile service buffer.

* "In Poverty" is consistent with the term "low-income" throughout this report

Based on the demographic data, 12 of the 16 routes with major service changes may disproportionately impact Title VI populations and require further review to determine the level of impact and possible mitigation measures. Eight of the local routes impact either minority or low income populations above the average levels; of these, three routes (Route 74, 77, and 79) impact both groups. Two intercity routes (Routes 69A and 91X) impact both above average minority and low income passengers, in addition to two rural routes (Routes 40 and 41). The UCSC route with a major service change does not show impacts above the tier average for either population.

Exhibit 1

Service Change Title VI Compliance Review

Service Area Reduction

Most areas with a significant service reduction or service elimination are covered by alternative transit routes (as described in the Alternatives Available to Passengers Impacted by Service Changes section below), however there are some areas of the County where transit service has been eliminated and no other transit options are available. These areas are summarized in Table 3, below. Map 3 shows a ½-mile area around each route within the revised system to illustrate service availability related to the service reductions. Discontinued segments of routes that do not have another METRO route option include Highway 1 north of Davenport (previously served by Route 42); prior extensions of Route 35 past Boulder Creek; Graham Hill Road; portions of Scotts Valley; LaSelva Beach; and Corralitos. The demographics of these areas are shown in Table 3.

Map 3: Service Area Impacted

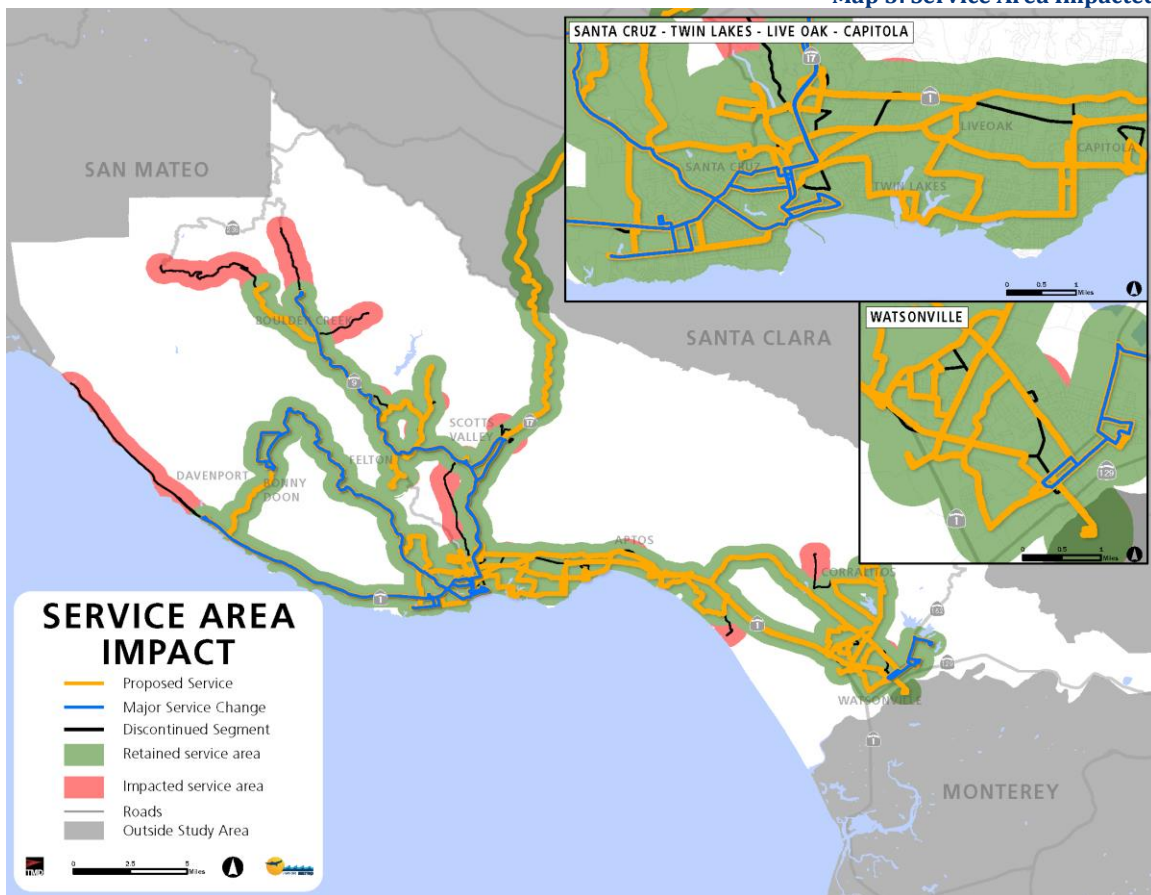




Table 3: Areas with No Alternative Service

Demographics of Areas with Discontinued Service			
Prior Route	Segment Name	% Minority	% in Poverty
Local		44.4%	16.3%
Route 30		24.9%	17.6%
	<i>Mission Springs</i>	14.0%	3.6%
	<i>Graham Hill</i>	27.0%	20.3%
Route 54		23.1%	9.7%
	<i>La Selva</i>	13.1%	7.0%
Route 56		22.7%	9.8%
	<i>La Selva</i>	13.1%	7.0%
Intercity		39.8%	15.0%
Route 35		20.8%	14.3%
	<i>Big Basin</i>	18.9%	12.2%
	<i>Highway 9</i>	9.5%	6.3%
	<i>Bear Creek</i>	6.5%	7.5%
Rural		25.4%	16.5%
Route 40		26.9%	23.7%
	<i>North of Davenport</i>	20.0%	15.6%

Source: American Community Survey 2013 5-Year Estimates, based on a 0.5 mile service buffer.

* "In Poverty" is consistent with "low-income" used throughout this report

While some routes that have experienced a major service change serve a higher than average percentage of minorities and/or low-income populations across their entire route service area, a majority of the discontinued segments without another transit option have lower than average Title VI populations for the service tier or the route. These areas are not estimated have impacts to Title VI populations, with the exception of the Graham Hill Road section of Route 30. This area was previously served by Route 30 and has a higher than average percent of low-income residents. The population density is low and spread out, making the segment difficult to effectively serve with transit.

Alternatives Available to Passengers Impacted by Service Change

In order to reduce operating costs to meet budget constraints, some proposed service reductions include eliminating routes or route segments where no alternative transit service is available. The goal of the Comprehensive Operations Analysis is to reduce unproductive services while maintaining a solid network of services that continue to provide adequate service to the residents of the County. The proposed network may result in service gaps which may impact transit dependent populations; however, these changes may be necessary to maintain a financially viable core network.

Exhibit 1

Service Change Title VI Compliance Review

Table 4 shows routes undergoing a major service change that serve areas with a higher than average Title VI population (minority and low-income) and provides a list of alternative routes available to residents. The alternative options are further summarized below.

Table 4: Alternative Service Options

Alternative Service Options			
Route	Name	Change	Alternative Routes
Local			
Route 3	Mission / Natural Bridges	Frequency and span reduced.	19, 20
Route 4W	Harvey West Weekend	Eliminated.	No alternative weekend service; Weekday service is available on Route 4.
Route 8	Emeline	Eliminated.	4,66,71
Route 30	Graham Hill / Scotts Valley	Eliminated.	17,35,66,71
Route 68	Live Oak Via Broadway / Portola	Span Reduced.	66, 69A, 69W, 71
Route 74	Ohlone Parkway / Rolling Hills	Eliminated.	69A, 69W, 72, 74S
Route 77	Civic Plaza / Pajaro	Eliminated.	72,75,74s,71
Route 79/79W	East Lake	Alignment, frequency, and span change.	No other routes outside of Route 79
Intercity			
Route 69A	Capitola Rd. / Watsonville Via Airport	Span reduced.	69W, 71, 75
Route 91X	Express Santa Cruz / Watsonville	Eliminated.	69A, 69W, 71
Rural			
Route 40	Davenport / North Coast Beaches	Alignment, frequency, and span change.	42
Route 41	Bonny Doon	Alignment, frequency, and span change.	42

LOCAL ROUTES

Modifications to ten local routes qualify as major service changes, and eight of these serve Title VI populations (based on ACS data).



Exhibit 1

Santa Cruz Metropolitan Transit District

Watsonville: Routes 74, 77, and 79 serve the highest percentage of minorities and a higher-than-average percent of low-income populations. While service on Routes 74 and 77 are eliminated, residents have other bus service options within half a mile (as shown in Map 3): Routes 69A, 69W, 72, and 74S cover portions of Route 74; Routes 71, 72, 75, and 74S cover portions of Route 77. Service on Route 79 is maintained, but at roughly half the current level; residents in northeast Watsonville do not have transit options other than Route 79.

Santa Cruz: Routes 3, 4W, and 8 each serve a higher than average percentage of low-income residents, but a lower than average percentage of minorities. Frequency on Route 3 is reduced from every 60 to every 120 minutes; passengers can still reach destinations on Route 3, but with a more limited schedule, or by riding Routes 19 or 20, which together cover almost the entire service area of Route 3. Route 19 provides service along the same alignment as Route 3 between METRO Center and the intersection of Bay and Mission every half hour during the school year and every hour when school is not in session; Route 20 provides service between METRO Center and Natural Bridges every hour. The elimination of Route 4W results in no weekend service to Harvey West Boulevard, Encinal Street, and River Street; passengers would need to complete their trips on weekdays. Route 4W had the second-lowest ridership on Saturdays (35 passengers per day) and Sundays (30 passengers per day), second only to Route 54 (which is also proposed for elimination). While Route 8 is discontinued, the route only had an average of five passengers per day, and the service area is maintained by Routes 4, 66, and 71 (the area between Water Street and downtown is covered by Routes 66 and 71). Route 8 operates one morning trip between METRO Center and the Emeline Complex. Route 4 will continue to link the Emeline Complex to METRO Center, however the first trip is two hours later than Route 8's service. Passengers from Ocean, Water, and Front Streets could still board Routes 4 or 66, which operate every hour, or Route 71, which operates every half hour, at the same time of day Route 8 service was provided. Overall, service coverage in downtown Santa Cruz is not reduced, with the exception of weekend service along the 4W route.

Scotts Valley: Route 30 is proposed for elimination and serves a slightly higher than average low-income population. Route 35 provides service along portions of this route in Scotts Valley, and both Route 35 and the Highway 17 Express continue to link Scotts Valley to Santa Cruz. With Route 35 rerouted via Highway 17, no service is provided to Graham Hill Road.

Live Oak: Route 68 is proposed to run only during peak hours, resulting in a 42 percent reduction in service hours. This route serves a slightly higher than average low-income population, however there are other transit options: Route 66 continues to provide service between the Santa Cruz METRO Center and Capitola Mall along Portola Drive; Routes 69A, 69W, and 71 continue to connect METRO Center with Water Street and Soquel Drive. No off-peak service is provided along 17th Avenue.

INTERCITY ROUTES

Route 35 constitutes a major service change because of the elimination of extended branches as well as reductions in frequency and span. The route service area average does not have a higher than average percentage of minorities or low-income. Branches of the route extending past the Mountain Store and

Exhibit 1

Service Change Title VI Compliance Review

the Country Club have been discontinued; the demographics of these areas (as presented in Table 3) show that each of these segments have low-income and minority populations well below both the route average and the intercity service tier average.

Route 69A is proposed to run only during peak hours; most passengers traveling between Santa Cruz and Watsonville can utilize Route 69W or 71. Route 71 serves the same section of Freedom Boulevard as Route 69A, although the travel time to Santa Cruz is longer. No route connecting to Santa Cruz will operate along Airport Boulevard during non-peak hours, however most destinations along this street are within half a mile of Freedom Boulevard or Green Valley Road (where Route 71 provides service), and local Route 75 serves a portion of Airport Boulevard.

Although Route 91X is proposed for elimination, commuters can take Routes 69A, 69W, and 71 between Watsonville and Santa Cruz (each of which takes 20 to 35 minutes longer).

RURAL ROUTES

Major service changes are proposed for two rural routes, both of which serve areas with higher than average minority and low-income populations.

Route 40 runs less frequently and on a reduced span (now operating only one morning trip). Route 42 is proposed to operate two evening trips, returning students and workers to Davenport. Service would no longer be provided on weekends, and the route would not continue past Davenport. The demographics of this area are analyzed in the Service Area Reduction section (Table 3), and show that the segment being eliminated does not contain higher than average Title VI populations (minority and low-income). The population density is extremely low along Highway 1 and difficult to serve with transit.

Route 41 provides less weekday service (proposed to operate one morning trip) and no longer provides weekend service. Route 42 is proposed to operate two evening trips, returning students and workers to Bonny Doon on weekdays, and two trips on weekends (one morning and one evening). Lifeline transit services are retained, while the least productive trips are eliminated. Residents here do not have another transit option.

Conclusion

In order to meet the \$6.5 million budget deficit and to operate a financially sustainable network, large service reductions were required by METRO; retaining transit services at current levels is not possible. Recommendations were developed based on productivity (such as passengers per revenue hour) and financial effectiveness (such as cost and subsidy per passenger), as well as ensuring adequate service to the greater County community, resulting in proposed changes to 30 of METRO's 33 routes. Based on METRO's definition of a major service change as a reduction in service hours by 25 percent or more, 16 routes will undergo a major service change (nine of which are discontinued) that required further review to identify potential disproportionate impacts to minority or low income populations as required by Title VI. A review of census block groups within a half mile of routes with major service changes found high



Exhibit 1

Santa Cruz Metropolitan Transit District

concentrations of Title VI populations along 12 of these routes, all of which were analyzed for possible impacts and mitigation measures.

The vast majority of the routes with major services changes, including those serving higher than average minority or low-income populations, have multiple other transit options available. In most cases, while a frequent network may not be maintained, lifeline services are still available for those who depend on transit. A majority of areas where service is entirely eliminated have lower than average concentrations of minority and low income populations; the one exception being Graham Hill Road.

Unfortunately, due to tight financial constraints, not all negative impacts could be avoided. Without reducing METRO's service area, route frequencies and spans would need to be further cut; without reducing frequencies and span, the service area would need to shrink. The Comprehensive Operations Analysis balances impacts to riders with financial constraints. Any remaining route level impacts disproportionately affecting Title VI riders are unavoidable, and are done at the cost of retaining a stronger network and higher overall quality of service to benefit the most possible transit riders.

The FTA Circular 4702.1B "Title VI Program Guidelines for Federal Transit Administration Recipients" provides that a transit agency "can implement a fare increase or major service reduction that would have disproportionately high and adverse effects provided that the [agency] demonstrates that the action meets a substantial need that is in the public interest and that alternatives would have more severe adverse effects than the preferred alternative." It has been determined that alternatives to these recommendations would have more severe adverse effects (including the possible shutdown of the entire METRO service), thus justifying the major service changes.



Propuesta de Cambio de Servicio
Revisión de Conformidad
con el Título VI

Prepared by:



Exhibit 1

Objetivo

El Título VI de la Ley de Derechos Civiles de 1964 garantiza que “ninguna persona en los Estados Unidos, debe ser excluida de participar en, o negársele los beneficios de, o estar sujeto a discriminación bajo cualquier programa o actividad que esté recibiendo asistencia financiera federal, basado en raza, color o nacionalidad.” Los requisitos del Título VI expresan que las agencias que estén localizadas en un área de población urbanizada de más de 200,000 personas y que opera más de 50 vehículos de rutas fijas durante su servicio pico deben efectuar un análisis de equidad del Título VI siempre que un cambio grande sea implementado. El área de población urbanizada de Santa Cruz METRO está por debajo del umbral de las 200,000 personas y por lo tanto no está sujeto a los requisitos del Título VI. Sin embargo, la agencia mantiene el compromiso de asegurar que el impacto sea mínimo para los residentes del área y por ende de manera voluntaria efectuó un análisis modificado del Título VI, siguiendo las directrices de la FTA. Santa Cruz METRO se ha comprometido con los objetivos de la FTA del Título VI enunciados en la Circular 4702.1B asegurando que los beneficios asistidos por la FTA y servicios relacionados estarán disponibles y distribuidos equitativamente sin considerar raza, color o nacionalidad.

Este análisis fue realizado de conformidad con el 49 CFR Sección 21.5 (b) (7) Apéndice C al 49 CFR Parte 21 y el Capítulo Cuatro de la Circular de la FTA 4702.1B con fecha de publicación del 1 de octubre de 2012. Santa Cruz METRO evaluó su reducción de servicios para estar de conformidad con los requisitos del Título VI, aun sin estar obligado a hacer tal evaluación con base en la población del área urbanizada.

Antecedentes

Santa Cruz METRO es el proveedor de transporte público principal en el condado de Santa Cruz, operando en un área de 446 millas cuadradas. Sin importantes reducciones de servicio en el próximo año, la agencia actualmente se propone a operar con un déficit de \$6.5 millones. Previamente, los fondos de reserva han sido utilizados para cubrir la brecha entre los fondos y los costos de operación. Sin embargo, con el agotamiento del resto de estos recursos, se realizó un estudio de todo el sistema para identificar los ahorros en costos para que de esta forma Santa Cruz Metro siga en operación. A lo largo de los últimos siete meses, se realizó un Análisis Exhaustivo de Operaciones (COA por sus siglas en inglés) para el sistema de transporte de Santa Cruz METRO. Se diseñaron un juego de recomendaciones y escenarios de servicio para aprovechar las oportunidades del mercado y fortalezas de desempeño de la red, minimizar la pérdida de usuarios, asegurar la cobertura adecuada a lo largo del Condado y colocar a Santa Cruz METRO en el camino de la sostenibilidad financiera.

Prepared by:



Exhibit 1

Service Change Title VI Compliance Review

Definición de Cambio Mayor de Servicio

Las políticas del Título VI requieren la revisión de cualquier reducción de servicio considerado por la agencia de ser un “cambio mayor de servicio.” Santa Cruz METRO define un cambio mayor de servicio como la diferencia sustancial de la cantidad de servicio en una ruta de transporte, representado más del 25 por ciento de reducción en las horas de servicio de la ruta.

Cambios de Servicio Propuesto

Para poder tratar con el déficit del presupuesto, el Avance del Reporte Final del Análisis Exhaustivo de Operaciones de METRO propone reducciones a las rutas a lo largo de todas las categorías. La Tabla 1 muestra estos cambios propuestos. Las propuestas que constituyan un cambio mayor (la reducción en las horas de servicio en más del 25 por ciento) están anotadas en frente en negrillas de color rojo.



Exhibit 1

Santa Cruz Metropolitan Transit District

Tabla 1: Cambio de Servicios Propuestos

Proposed Service Changes and Percent Change Impacts							
Route	Service Tier	Route Name	Service Change		Annual In-Service Hours		
			Type	Details	Current	Proposed	Percent Change
Route 3	Local	Mission / Natural Bridges	Frequency and span reduced.	Weekday frequency reduced to every 120 minutes, span reduced by one hour.	2,461	1,520	-38.3%
Route 4	Local	Harvey West / Emeline	Span reduced.	First trip discontinued.	2,071	1,883	-9.1%
Route 4W	Local	Harvey West Weekend	Service discontinued.		208	0	-100.0%
Route 8	Local	Emeline	Service discontinued.		151	0	-100.0%
Route 10	UCSC	UCSC Via High	Span reduced, service days reduced.	Service changed to run school-year only. First trip discontinued.	4,674	3,771	-19.3%
Route 12	UCSC	UCSC / East Side Direct	Service discontinued.		159	0	-100.0%
Route 15	UCSC	UCSC via Laurel West	Frequency and span reduced.	School year service reduced to be consistently every 30 minutes during day, 15 minutes peak. First and last two trips discontinued.	5,265	4,590	-12.8%
Route 16	UCSC	UCSC via Laurel East	Frequency and span reduced.	First trip discontinued, consistent service over the school year. Weekend headways reduced to be consistent 30 minutes. Weekend span reduced by 1.5 hours.	12,047	11,609	-3.6%
Route 17	Highway 17	AMTRAK Hwy 17 Express	Alignment change, frequency reduced.	Service to/from Soquel Park & Ride discontinued. 6 weekday, 3 weekend (one-way) trips discontinued.	21,093	17,139	-18.7%
Route 19	UCSC	UCSC via Lower Bay	Summer frequency reduced.	Reduce frequency in Summer from 30 to 60 minutes.	6,690	6,319	-5.5%
Route 20/20D	UCSC	UCSC via Westside	Alignment change and weekend span reduced.	Rerouting starting at 6:20P (5:20 weekends) to connect UCSC to Delaware via Western, Mission, Almar. Pacific Shores deviation discontinued. Weekend span reduced.	6,406	6,615	3.3%
Route 30	Local	Graham Hill / Scotts Valley	Service discontinued.		879	0	-100.0%
Route 33	Rural	Lompico SLV / Felton Faire	No change.		228	227	-0.3%
Route 34	Rural	South Felton	No change.		180	180	0.2%
Route 35	Intercity	San Lorenzo Valley - Mountain Store/Country Club	Alignment, frequency, and span change.	Service past Mountain Store / Country Club discontinued. Off-peak and weekend frequency reduced to every 60 minutes. Weekend span shortened by 4.5 hours.	21,547	15,046	-30.2%
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Route 41	Rural	Bonny Doon	Alignment, frequency, and span change. Weekend service eliminated.	Morning trip only for Bonny Doon - Santa Cruz. 3 weekday trips eliminated, weekend service discontinued.	1,645	195	-88.1%
Route 42	Rural	Davenport / Boony Doon	Alignment and change, additional trip.	Route to serve SCHS, Davenport and then Bonny Doon. One trip added.	482	1,005	108.6%
Route 54	Local	Capitola / Aptos / La Selva Beach	Service discontinued.		612	0	-100.0%
Route 55	Local	Río del Mar	Alignment change.	Service discontinued on Río del Mar Blvd; trips at 8:30 and 1:30 extend out to Via Pacifica (covers Route 56 elimination).	2,301	2,251	-2.2%
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Route 68	Local	Live Oak Via Broadway / Portola	Span reduced.	Service reduced to run peak only. Weekend span reduced by 5 hours.	5,444	3,120	-42.7%
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Route 74	Local	Ohlone Parkway / Rolling Hills	Service discontinued.		3,153	0	-100.0%
Route 74S	Local	PVHS Watsonville Hospital	No Change.		519	519	0.0%
Route 75	Local	Green Valley	Span reduced.	Weekday and weekend span reduced.	5,148	4,260	-17.2%
Route 77	Local	Civic Plaza / Pajaro	Service discontinued.		1,757	0	-100.0%
Route 79/79W	Local	East Lake	Alignment, frequency, and span change.	Alignment change to serve Pajaro Valley (except on weekends). Frequency reduced to run every 120 minutes (weekdays), and 2 trips (weekends).	2,485	1,330	-46.5%
Route 91X	Intercity	Express Santa Cruz / Watsonville	Service discontinued.		9,223	0	-100.0%
System Total					184,526	138,216	-25.1%

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Service Change Title VI Compliance Review

Efectos del Cambio Mayor de Servicios sobre las Minorías y de Bajos Ingresos

Como se muestra anteriormente, varias rutas están propuestas para ser eliminadas, realineadas, reducción de frecuencia o lapsos de servicio y días de operación ajustados. La mayoría de las reducciones de servicios están propuestas en áreas menos productivas rurales o suburbanas (medido por el número de usuarios utilizando las rutas cada hora o aquellas rutas con costos más altos por pasajero); los servicios fueron conservados en el núcleo urbano donde el transporte tiene el mayor éxito. Los siguientes mapas muestran las áreas geográficas afectadas por los cambios de servicios propuestos.

El Mapa 1 y el Mapa 2 muestran las áreas que cuentan con la mayor parte de la población minoría o de bajos ingresos que el promedio del área de servicio de METRO en relación a la eliminación de rutas y cambios mayores de servicio propuestos.



Exhibit 1

Santa Cruz Metropolitan Transit District

Mapa 1: Población Minoritaria

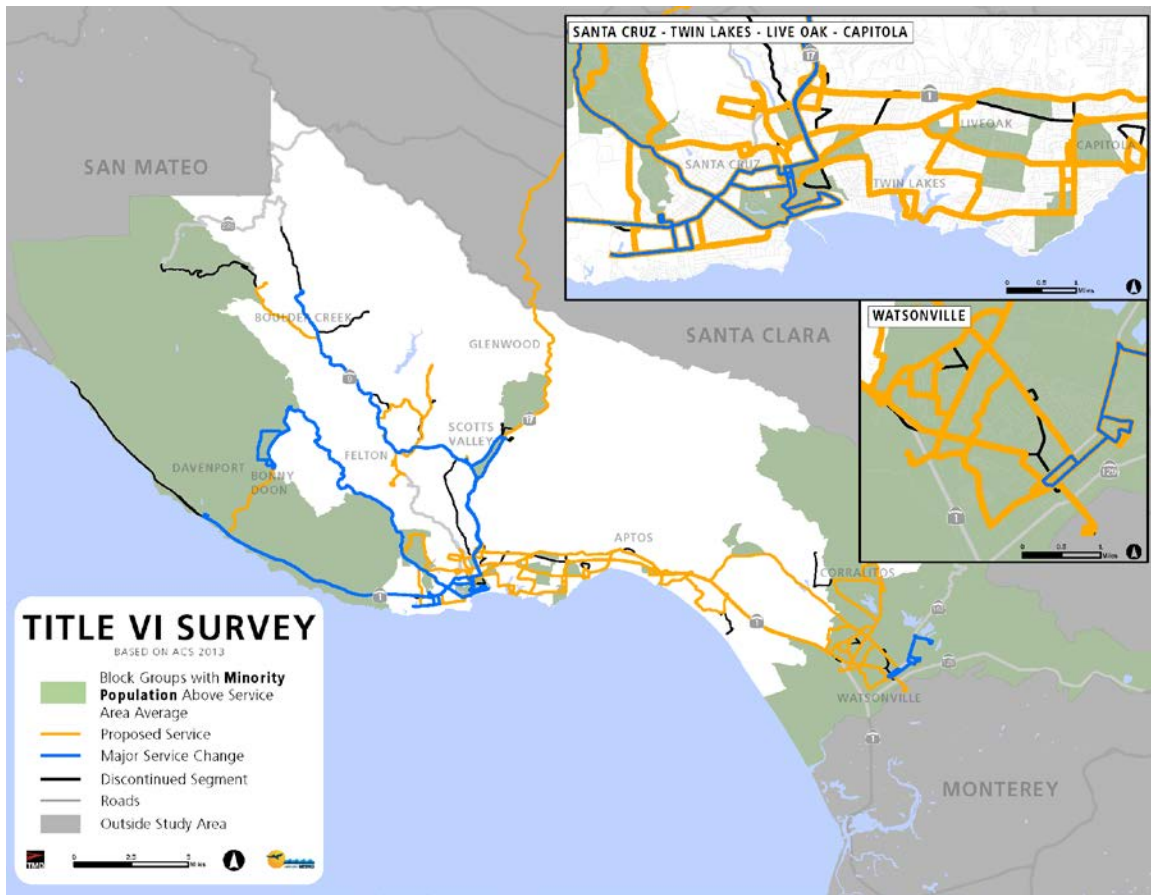
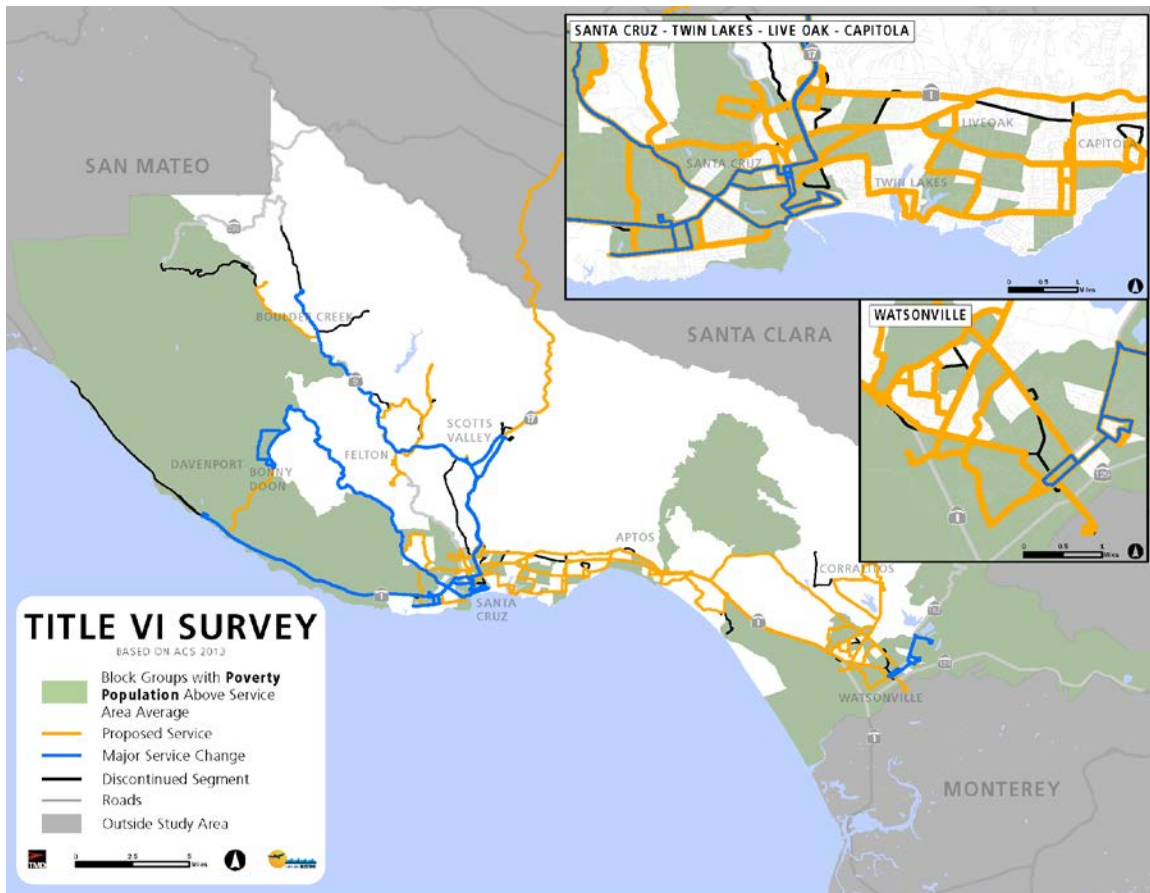


Exhibit 1

Service Change Title VI Compliance Review

Mapa 2: Población de Bajos Ingresos



Poblaciones Afectadas

El objetivo de la evaluación del Título VI es el de identificar cualquier cambio mayor de servicio que tenga un impacto desigual o un agobio desproporcional sobre los usuarios de las poblaciones minoritarias o de bajos ingresos. Para poder determinar cualquier efecto potencial, el porcentaje de la población que califica como minoría o de bajos ingresos dentro de media milla del área de influencia fue calculada para todas las rutas existentes de METRO (utilizando los datos de grupo del *American Community Survey* de 2013) y promediada a lo largo de cada tipo de servicio. Las rutas que cumplen o exceden el umbral del “cambio mayor de servicio” definido fueron comparadas al promedio del tipo de servicio de porcentajes de poblaciones minoritarias o de bajos ingresos¹, como se muestra a continuación en la Tabla 2 (las poblaciones del servicio de ruta que exceden el nivel promedio de servicio están

¹ El promedio para cada tipo de servicio fue calculado basado en todas las rutas dentro de un nivel, sin importar si había un cambio mayor de servicio.



Tabla 2: Población cerca de Rutas con Cambios Mayores de Servicio

Demografía del Censo			
Ruta	Nombre	% de Minoría	% en Pobreza
Local		44.4%	16.3%
Ruta 3	Mission / Natural Bridges	27.5%	23.7%
Ruta 4W	Harvey West Weekend	35.5%	24.8%
Ruta 8	Emeline	29.0%	23.6%
Ruta 30	Graham Hill / Scotts Valley	24.9%	17.6%
Ruta 54	Capitola / Aptos / La Selva Beach	23.1%	9.7%
Ruta 56	La Selva	22.7%	9.8%
Ruta 68	Live Oak Via Broadway / Portola	31.6%	19.9%
Ruta 74	Ohlone Parkway / Rolling Hills	84.2%	21.0%
Ruta 77	Civic Plaza / Pajaro	86.1%	22.7%
Ruta 79/79W	East Lake	83.6%	22.5%
Intercity		39.8%	15.0%
Ruta 35	San Lorenzo Valley - Mountain Store/Country Club	20.8%	14.3%
Ruta 69A	Capitola Rd. / Watsonville Via Airport	48.1%	17.3%
Ruta 91X	Express Santa Cruz / Watsonville	44.2%	17.6%
UCSC		29.8%	19.8%
Ruta 12	UCSC / East Side Direct	28.7%	18.0%
Rural		25.4%	16.5%
Ruta 40	Davenport / North Coast Beaches	26.9%	23.7%
Ruta 41	Bonny Doon	27.7%	18.4%

Fuente: American Community Survey 2013 5-años. Estimados basados en un espacio de servicio de 0.5 millas.

* "En Pobreza" es consistente con "bajos ingresos" en todo este reporte

Basado en los datos demográficos, 12 de las 16 rutas con cambios mayores de servicio pueden desproporcionadamente afectar poblaciones del Título VI y requieren de más revisiones para determinar el nivel de impacto y las posibles medidas de mitigación. Ocho de las rutas locales afectan ya sea a la población minoritaria o a la de bajos ingresos por encima de los niveles promedios; de éstas, tres rutas (Ruta 74, 77 y 79) afectan a ambos grupos. Dos rutas de entre-ciudades (Ruta 69A y 91X) afectan a ambos grupos de pasajeros de minorías y de bajos ingresos por encima del promedio, además de dos rutas rurales (Ruta 40 y 41). La Ruta UCSC con cambio mayor de servicio no muestra ningún impacto sobre el promedio del nivel de ambas poblaciones.

Reducción de Área de Servicio

La mayoría de las áreas con reducción de servicio o eliminación de servicio están cubiertas por rutas alternas de transporte (como se describe en la sección a continuación de las Alternativas Disponibles para los Pasajeros Afectados por los Cambios en los Servicios), no obstante existen algunas áreas del Condado donde el servicio de transporte ha sido eliminado y no hay otra opción de transporte disponible. Estas áreas se resumen en la Tabla 3, a continuación. El Mapa 3 muestra un área de ½ milla alrededor de cada ruta dentro del sistema revisado para ilustrar la disponibilidad del servicio en relación a las reducciones de servicio. Los segmentos discontinuados de las rutas que no cuentan con otra opción de ruta de METRO incluyen Highway 1 al norte de Davenport (anteriormente servicio de la Ruta 42); las extensiones anteriores de la Ruta 35 más allá de Boulder Creek; Graham Hill Road; partes de Scotts Valley; La Selva Beach; y Corralitos. La demografía de estas áreas se muestra en la Tabla 3.

Mapa 3: Área de Servicio Afectada

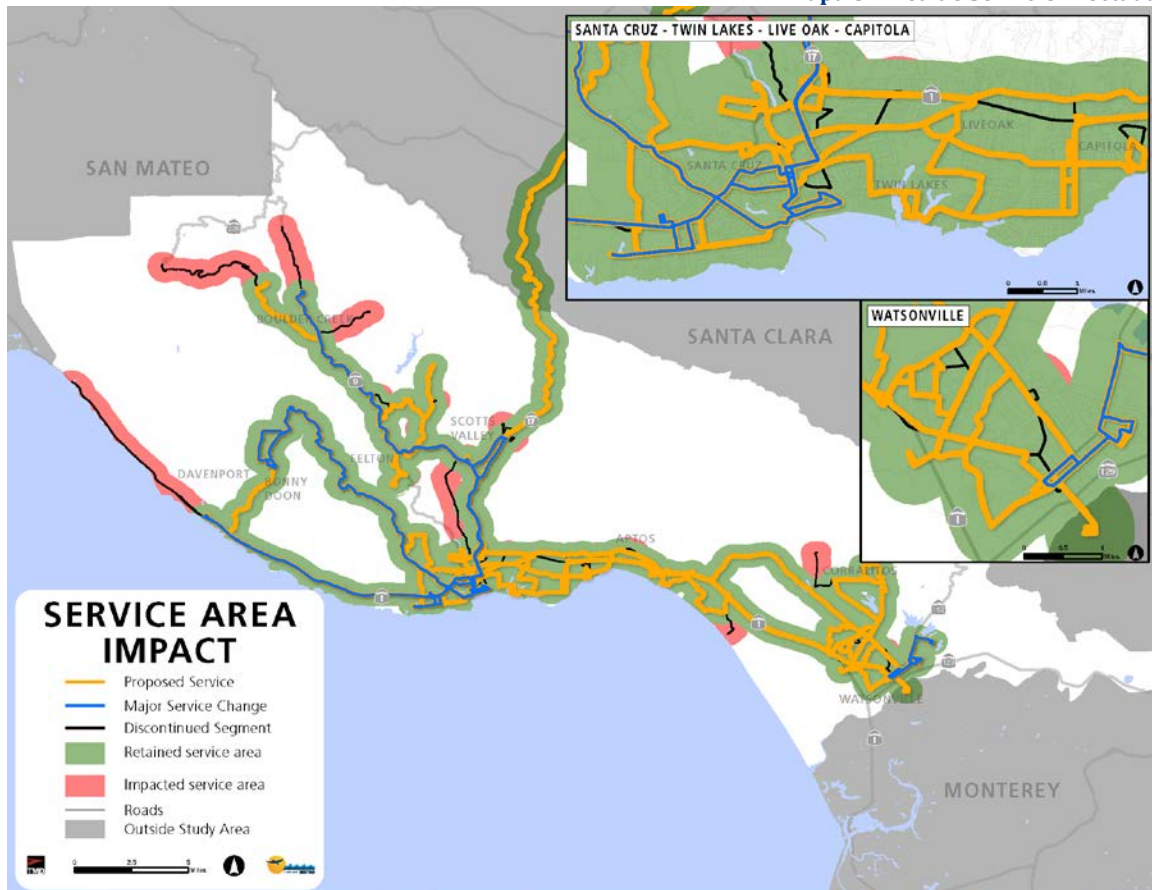




Tabla 3: Áreas sin Servicio Alternativo

Demografía de las Áreas con Servicio Descontinuado			
Ruta Anterior	Nombre del Segmento	% de Minoría	% en Pobreza
Local		44.4%	16.3%
Ruta 30		24.9%	17.6%
	<i>Mission Springs</i>	14.0%	3.6%
	<i>Graham Hill</i>	27.0%	20.3%
Ruta 54		23.1%	9.7%
	<i>La Selva</i>	13.1%	7.0%
Ruta 56		22.7%	9.8%
	<i>La Selva</i>	13.1%	7.0%
Intercity		39.8%	15.0%
Ruta 35		20.8%	14.3%
	<i>Big Basin</i>	18.9%	12.2%
	<i>Highway 9</i>	9.5%	6.3%
	<i>Bear Creek</i>	6.5%	7.5%
Rural		25.4%	16.5%
Ruta 40		26.9%	23.7%
	<i>North of Davenport</i>	20.0%	15.6%

Fuente: American Community Survey 2013 5-años Estimados basados en un espacio de servicio de 0.5 millas.

* "En Pobreza" es consistente con "bajos ingresos" en todo este reporte

Mientras algunas rutas que han experimentado un cambio mayor de servicio sirven a un porcentaje más alto que el promedio de poblaciones de minorías y/o de bajos ingresos a lo largo de toda su área de servicio de ruta, la mayoría de los segmentos descontinuados sin ninguna otra opción de transporte cuentan con una población de servicio del Título VI por debajo del promedio para su nivel de servicio o ruta. No se estima que estas áreas tengan impacto sobre las poblaciones del Título VI, con la excepción de la sección de la Ruta 30 de Graham Hill Road. A esta área anteriormente le prestaba servicio la Ruta 30 y tiene un porcentaje más alto que el promedio de residentes de bajos ingresos. La densidad de población es baja y dispersa, haciendo del segmento difícil de prestarle un servicio de transporte efectivo.

Alternativas Disponibles para los Pasajeros Afectados por el Cambio de Servicio

Para poder reducir los costos de operación y poder cumplir con las restricciones presupuestarias, algunas de las reducciones de servicio propuestos incluye la eliminación de rutas o segmentos de rutas donde no está disponible un servicio de transporte alterno. La meta del Análisis Exhaustivo de Operaciones es el de reducir los servicios improductivos mientras que se mantiene una red sólida de

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servicios que continúen brindando el servicio adecuado para los residentes del Condado. La red propuesta puede resultar en varios huecos en el servicio los cuales podrían afectar a las poblaciones que dependen del transporte; sin embargo, estos cambios pueden ser necesarios para mantener una red central financieramente viable.

La Tabla 4 muestra las rutas que estarán sometidas a cambios mayores de servicio con una población más alta del promedio del Título VI (minoría y de bajos ingresos) y brinda una lista de las rutas alternativas disponibles para los residentes. Las opciones de alternativa se resumen con más detalle a continuación.

Tabla 4: Opciones de Servicio Alternativo

Opciones de Servicio Alternativo			
Ruta	Nombre	Cambio	Rutas Alternativas
Local			
Ruta 3	Mission / Natural Bridges	Frecuencia y duración reducida	19, 20
Ruta 4W	Harvey West Weekend	Eliminada.	Sin alternativa en servicio de fin de semana; Servicio semanal disponible en la Ruta 4.
Ruta 8	Emeline	Eliminada.	4,66,71
Ruta 30	Graham Hill / Scotts Valley	Eliminada.	17,35,66,71
Ruta 68	Live Oak Via Broadway / Portola	Duración Reducida.	66, 69A, 69W, 71
Ruta 74	Ohlone Parkway / Rolling Hills	Eliminada.	69A, 69W, 72, 74S
Ruta 77	Civic Plaza / Pajaro	Eliminada.	72,75,74s,71
Ruta 79/79W	East Lake	Alineación, frecuencia y duración cambiada.	Ninguna otra ruta fuera de la Ruta 79
Intercity			
Ruta 69A	Capitola Rd. / Watsonville Via Airport	Duración reducida.	69W, 71, 75
Ruta 91X	Express Santa Cruz / Watsonville	Eliminado.	69A, 69W, 71
Rural			
Ruta 40	Davenport / North Coast Beaches	Alineación, frecuencia y duración cambiada.	42



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Santa Cruz Metropolitan Transit District

Ruta 41	Bonny Doon	Alineación, frecuencia y duración cambiada.	42
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RUTAS LOCALES

Las modificaciones a diez rutas locales califican como cambios mayores de servicio y ocho de estas dan servicio a la población del Título VI (basado en los datos de la ACS).

Watsonville: Las Rutas 74, 77 y 79 dan servicio al más alto porcentaje de las minorías y un porcentaje más alto que el promedio de población de bajos ingresos. Mientras que los servicios en las Rutas 74 y 77 fueron eliminadas, los residentes cuentan con otras opciones de servicio de autobús dentro de media milla (como se muestra en el Mapa 3): las Rutas 69A, 69W, 72 y 74S cubren partes de la Ruta 74; las Rutas 71, 72, 75 y 74S cubren partes de la Ruta 77. El servicio en la Ruta 79 se mantiene, pero al menos a la mitad de su nivel actual; los residentes en el noroeste de Watsonville no cuentan con otras opciones de transporte que no sea la Ruta 79.

Santa Cruz: Las Rutas 3, 4W y 8 cada una da servicio a un porcentaje más alto del promedio de residentes de bajos ingresos, pero un porcentaje menor del promedio de minorías. La frecuencia de la Ruta 3 es reducida de cada 60 a cada 120 minutos; los pasajeros aún pueden llegar a su destino en la Ruta 3, pero con una programación más limitada, o utilizando las Rutas 19 ó 20, que juntas cubren casi la mayoría de toda el área de servicio de la Ruta 3. La Ruta 19 brinda servicio a lo largo de la misma alineación que la Ruta 3 entre el Centro METRO y la intersección de Bay y Mission cada media hora durante el año escolar y cada hora cuando la escuela no está en sesión; la Ruta 20 brinda servicio entre el Centro METRO y Natural Bridges cada hora. La eliminación de la Ruta 4W da como resultado el no servicio el fin de semana para Harvey West Boulevard, Encinal Street y River Street; los pasajeros necesitarían completar sus viajes entre semana. La Ruta 4W contaba con la afluencia más baja de usuarios en sábado (35 pasajeros por día), segundo solamente detrás de la Ruta 54 (la cual está también propuesta para la eliminación). Mientras que la Ruta 8 está descontinuada, la ruta solamente contaba con un promedio de cinco pasajeros por día, y el área de servicio se mantiene por las Rutas 4, 66 y 71 (el área entre Water Street y el centro de la ciudad está cubierta por las Rutas 66 y 71). La Ruta 8 opera un viaje matutino entre el Centro METRO y el Complejo Emeline. La Ruta 4 continuará enlazando al Complejo Emeline con el Centro METRO, sin embargo el primer viaje es dos horas más tarde que el servicio de la Ruta 8. Los pasajeros de Ocean, Water y Front Streets pueden aún abordar las Rutas 4 ó 66, las cuales operan cada hora, o la Ruta 71, la cual opera cada media hora, a la misma hora del día que la Ruta 8. En general, la cobertura de servicio en el centro de la ciudad de Santa Cruz no se redujo, con la excepción del servicio del fin de semana por la Ruta 4W.

Scotts Valley: La Ruta 30 está propuesta para ser eliminada y da servicio a una población de bajos ingresos un poco más alta de la media. La Ruta 35 brinda servicio a lo largo de porciones de esta ruta

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en Scotts Valley, y tanto la Ruta 35 como el Highway 17 Express continúan enlazando a Scotts Valley con Santa Cruz. Con la Ruta 30 desviada por el Highway 17, no se brinda servicio a Graham Hill Road.

Live Oak: La Ruta 68 está propuesta para sólo trabajar durante las horas pico, resultando en una reducción del 42 por ciento en las horas de servicio. Esta ruta da servicio a una población de bajos ingresos un poco más alta de la media, sin embargo existen otras opciones de transporte: la Ruta 66 continúa brindando servicio entre el Centro METRO de Santa Cruz y el Centro Comercial de Capitola a lo largo de Portola Drive; Las Rutas 69A, 69W y 71 continúan conectando el Centro METRO con Water Street y Soquel Drive. No se brinda servicio a lo largo de 17th Avenue fuera de las horas pico.

RUTAS INTERCITY

La Ruta 35 constituye un cambio mayor de servicio debido a la eliminación de ramas extendidas así como reducciones en frecuencia y duración. El área de servicio de ruta promedio no cuenta con porcentaje por encima de la media de minorías y de bajos ingresos. Las ramas de la ruta que extienden más allá de Mountain Store y el Country Club han sido descontinuadas; la demografía de estas áreas (como se presenta en la Tabla 3) muestran que cada uno de estos segmentos tienen poblaciones de bajos ingresos y de minorías muy por debajo de la media de la ruta y de la media del nivel de servicio de intercity.

La Ruta 69A está propuesta para funcionar durante las horas pico; la mayoría de los pasajeros que viajan entre Santa Cruz y Watsonville pueden utilizar la Ruta 69W ó 71. La Ruta 71 da servicio a la misma sección de Freedom Boulevard que la Ruta 69A, aunque el tiempo del viaje a Santa Cruz es más largo. Ninguna ruta que conecte a Santa Cruz operará a lo largo de Airport Boulevard fuera de las horas pico, sin embargo la mayoría de los destinos a lo largo de esta calle están dentro de 0.5 millas de Freedom Boulevard o Green Valley Road (donde la Ruta 71 brinda servicio), y la Ruta 75 local da servicio a parte de Airport Boulevard.

Aunque la Ruta 91X está propuesta para ser eliminada, los usuarios pueden tomar las Rutas 69^a, 69W y 71 entre Watsonville y Santa Cruz (cada uno de los cuales toma de 25 a 35 minutos o más).

RUTAS RURALES

Los cambios mayores de servicio están propuestos para dos rutas rurales, ambas brindan servicio a áreas con poblaciones por encima de la media de minorías y de bajos ingresos.

La Ruta 40 opera con menor frecuencia y en duración reducida (ahora solamente opera un viaje por la mañana). La Ruta 42 está propuesta para funcionar dos viajes por la tarde, retornando a estudiantes y trabajadores a Davenport. La demografía de esta área son analizadas en la sección de Reducción de Área de Servicio (Tabla 3), y muestra que el segmento que está siendo eliminado no cuenta con poblaciones del Título VI por encima de la media (minoría y de bajos ingresos). La densidad de población es extremadamente baja a lo largo de Highway 1 y difícil de prestarles servicio de transporte.

La Ruta 41 brinda menos servicio entre semana (propuesto a operar un viaje por la mañana) y ya no dará servicios el fin de semana. La Ruta 42 está propuesta para dar dos viajes por la tarde, retornando a



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los estudiantes y trabajadores a Bonny Doon entre semana, y dos viajes el fin de semana (uno en la mañana y otro por la tarde). Los servicios de transporte de Lifeline se mantienen, mientras que los viajes menos productivos serán eliminados. Los residentes de aquí no cuentan con otra opción de transporte.

Conclusión

Para poder reducir el déficit presupuestal de \$6.5 millones y para operar una red financieramente sustentable, se requirieron grandes reducciones de servicio por parte de METRO; no es posible mantener los servicios de transporte en los niveles actuales. Las recomendaciones fueron desarrolladas basadas en la productividad (tales como pasajeros por hora de ingreso) y la efectividad financiera (tales como costo y subsidio por pasajero), así como asegurar el servicio adecuado a la mayor parte de la comunidad del Condado, resultando en los cambios propuestos a 30 de las 33 rutas de METRO. Basado en la definición de METRO de un cambio mayor de servicio como una reducción en las horas de servicio por 25 por ciento o más, 16 rutas estarán sujetas a un cambio mayor de servicio (nueve de las cuales están descontinuadas) que requieren de mayor revisión para identificar los impactos desproporcionados potenciales a las poblaciones minorías o de bajos ingresos como lo requiere el Título VI. Una revisión de los bloques de grupo del censo dentro de 0.5 millas de las rutas con mayores cambios de servicio encontraron altas concentraciones de poblaciones del Título VI a lo largo de estas 12 rutas, todas de las cuales fueron analizadas para los posibles impactos y medidas de mitigación.

La gran mayoría de las rutas con cambios mayores de servicio, incluyendo aquellas que dan servicio a poblaciones por encima de la media de minoría y de bajos ingresos, cuentan con múltiples opciones de transporte. En la mayoría de los casos, mientras que una red frecuente no pueda ser mantenida, los servicios de lifeline aún están disponibles para aquellos que dependen del transporte. La mayoría de las áreas donde el servicio fue eliminado en su totalidad tienen concentración por debajo de la media de poblaciones minoría o de bajos ingresos; la única excepción siendo Graham Hill Road.

Desafortunadamente, debido a las fuertes restricciones financieras, no todos los impactos financieros pudieron ser evitados. Sin haber reducido el área de servicio de METRO, las frecuencias y duraciones de las rutas tendrían que ser recortadas aún más; sin reducir las frecuencias y la duración, los servicios tendrían que ser disminuidos. El Análisis Exhaustivo de Operaciones balancea los impactos para los usuarios con restricciones financieras. Cualquier impacto a nivel de ruta restante que impacte desproporcionalmente a los usuarios del Título VI es inevitable, y son realizados al costo de mantener una red más fuerte y de mayor calidad general del servicio para beneficiar la mayor cantidad posible de usuarios.

La Circular de la FTA 4702.1B "Normas del Programa para los Beneficiarios de la Administración Federal de Transporte" establece que una agencia de transporte "puede implementar un incremento en la tarifa o reducción mayor de servicio que tendría efectos desproporcionalmente altos y adversos siempre que la [agencia] demuestre que las acciones respondan a una necesidad sustancial que es de interés público y que las alternativas tendrían más efectos adversos severos que la alternativa

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preferente.” Se ha determinado que las alternativas a estas recomendaciones hubiesen tenido más efectos adversos severos (inclusive el posible cierre completo de los servicios de METRO), así justificando los cambios mayores de servicio.

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Santa Cruz METRO Weekday Service Reduction Proposal 6.20.16

San Lorenzo Valley

Route	Existing Wkdy		Proposed Wkdy		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
30	6:45A - 2:15P	2 trips			Service discontinued	Low ridership on route	35A OB
33	6:53A - 2:50P	2 trips	6:53A - 2:50P	2 trips	No change		
34	7:25A - 3:30P	2 trips	7:25A - 3:30P	2 trips	No change		
35	5:40A - 11:00P	30	5:30A - 11:00P	30, except 90 after 6:30P	Service past Mountain Store / Country Club & on Bear Creek discontinued, except on school-term "ST" trips	Low ridership on outer segments, trip level ridership lower midday compared to peak	

Davenport / Bonny Doon

Route	Existing Wkdy		Proposed Wkdy		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
40	6:40A - 3:25P	4 trips	6:40A	1 trip	Route to serve Davenport and SCHS, service west of Davenport discontinued (Cement Plant, Waddell Creek)		
41	5:50A - 5:30P	4 trips	5:50A	1 trip	Route to serve Bonny Doon and SCHS	Covers school trips and workers in the morning and coverage in the evening to take people home	
42	8:30P	1 trip	3:30P, 5:30P & 8:30P	3 trips	Route to serve SCHS, Davenport and then Bonny Doon		

Attachment D

Santa Cruz Local / UCSC

Route	Existing Wkdy		Proposed Wkdy		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
3	6:50A - 5:50P	60	7:50A - 5:50P	120	Frequency reduced to run every 120 minutes Serve Marine Lab twice per day	Low ridership Tourist hot spot and UCSC building new facility	19, 20
4	6:45A - 4:45P	60	7:45A - 4:45P	60	First trip discontinued	First trip carries 7 passengers, remaining trips average 17 passengers per trip	
8	7:35A	1 trip			Service discontinued	Low ridership (fewer than 5 passengers)	4
10	6:50A - 7:20P	60 (30)	7:20A - 7:20P	30	First trip discontinued Select trips will run UCSC school-year only	Low ridership on first trip Low ridership in Summer	
12	7:10A	1 trip			Service discontinued	Duplicates existing service along Routes 16, 68. Majority of boardings occur along Route 16 portion west of Pacific Station	16, 68
15	6:40A - 8:50P	school-term only	7:07A - 7:37P	school-term only	School year service reduced to be consistently every 30 minutes during day, 15 minutes peak First trip and last two trips discontinued	Many trips run on top of each other, supplemental service should be timed to new campus bell times Low ridership	
16	6:25A - 11:15P	30 (15)	6:37A - 11:07P	15 school, 30 summer	First trip discontinued, consistent service over the school year	Less likelihood of bunching and overcrowding on specific vehicles	
19	7:30A - 11:30P	30	7:30A - 11:30P	30 school, 60 summer	Change frequency in Summer	Lower ridership in Summer compared to rest of school year	3, 20
20	7:20A - 10:20P	60	7:15A - 10:15P	60	Rerouting starting at 6:15P to connect UCSC to Delaware via Western, Mission, Almar.	Proposed new alignment in evenings to serve Safeway.	3, 19
20D	7:20A - 11:20A & 3:20P - 6:20P	60	7:15A - 11:15A & 3:15P - 6:15P	60	No change		

Intercity

Route	Existing Wkdy		Proposed Wkdy		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
69A	6:45A - 6:00P	60	6:50A - 6:00P	60	Start time change only		
69W	6:20A - 8:50P	60	6:37A - 8:37P	60	Evening service currently every 30 minutes reduced to every 60 minutes	69W is stronger route out of the semi-express services	
71	6:10A - 11:45P	15-30	6:10A - 11:42P	30	Frequency all days reduced to 30 minutes all day (currently 15 minutes peak, 30 midday)	Ridership per trip on peak vehicles between 20-25 passengers per trip, which can be absorbed into service every 30 minutes	
					Alternate trips between Clifford and Lincoln	Continue to serve Clifford, high ridership on Lincoln corridor	
91X	5:55A - 5:45P	15-30	5:57A (IB) - 5:25P (OB)	30	Specific trips eliminated, frequency reduced to 30 all day	Low ridership at certain times	
					Select trips will run Cabrillo school-year only	Low ridership in Summer	

Live Oak / Capitola / Rio Del Mar / Aptos

Route	Existing Wkdy		Proposed Wkdy		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
54	5:35P	1 trip			Service discontinued	Low ridership (3-5 passengers per trip)	55
55	7:30A - 4:30P	60	7:30A - 5:30P	60	Service reduced to Rio Del Mar area to run only at 8:30AM, 1:30P & 5:30P to make up for Route 54 & 56 discontinuation	Low ridership on segments east of Rio Del Mar Beach	
56	8:00A - 1:55P	2 trips			Service discontinued	Low ridership (3-5 passengers per trip)	55
66	6:45A - 10:00P	60	6:45A - 10:00P	60	No change		
68	6:15A - 6:30P	60	6:30 (IB) - 6:30P	60	First OB trip eliminated	Low ridership early morning	

Attachment D

Watsonville Local

Route	Existing Wkdy		Proposed Wkdy		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
72	5:45A - 6:45P	60	6:45A - 5:45P	60	Alignment change south of Freedom Centre, serves Airport Blvd Service to Corralitos discontinued	Route to cover segments lost with Route 74 discontinuation: Airport Blvd, Social Security Office, Watsonville Community Hospital Less than 10 daily boardings on this segment	
74	6:10A - 6:10P	60			Service discontinued	Poor route design, low ridership on all segments, Ohlone Parkway segment covered by Route 72, Shady Oaks service within walking distance of Airport Blvd Service (69A, new 79) and Green Valley Road service (Route 75)	69A, 72, 75, 79
74S	7:00A & 3:10P	2 trips	7:00A & 3:10P	2 trips	No change		
75	5:15A - 7:15P	60	6:15A - 6:15P	60	Span reduced, first and last trips discontinued	Green Valley corridor has strong ridership compared to other Watsonville local routes, but early morning/late evening trips have low ridership	
77	6:30A - 6:30P	60			Service discontinued	Low ridership, segment of service covered by MST, Pajaro Valley now served by 79, and 71 on Freedom Blvd	69A, 71, 79
79	6:25A - 5:45P	60	7:25A - 5:45P	120	Alignment change to serve Pajaro Valley. Frequency reduced to run every 120 minutes.	Route to cover segments lost with Route 77 discontinuation.	

Highway 17

Route	Existing Wkdy		Proposed Wkdy		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
17	4:45A - 10:45P	varies	4:45A - 10:45P	varies	Discontinued specific trips & combined several trips into one based on ridership Service to/from Soquel Park & Ride discontinued	Low ridership compared to other trips	

Santa Cruz METRO Weekend Service Reduction Proposal 6.20.16

San Lorenzo Valley

Route	Existing Wknd		Proposed Wknd		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
30					No change		
33					No change		
34					No change		
35	7:30A - 11:00P	30	8:30A - 10:30P	60	Service past Mountain Store / Country Club & on Bear Creek discontinued	Low ridership on outer segments, trip level ridership lower on weekends	
					Weekend service reduced to be every 60 minutes and span of service cut, every 90 minutes after 7:30P		

Davenport / Bonny Doon

Route	Existing Wknd		Proposed Wknd		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
40	8:30A & 4:30P	2 trips			No weekend service	Low ridership	42
41	9:30A	1 trip			No weekend service	Low ridership	42
42	6:00P	1 trip	8:30A & 4:30P	2 trips	Serve both Davenport and Bonny Doon with one vehicle	Keep lifeline service	

Santa Cruz Local / UCSC

Route	Existing Wknd		Proposed Wknd		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
3	9:50A - 5:50P	120	9:50A - 5:50P	120	No change		
4W	8:55A - 4:45P	120			Service discontinued	Low ridership	
8					No change		
10	8:50A - 5:50P	60	9:50A - 4:50P	60	Service changed to run school-year only. First and last trips eliminated.	Low ridership in Summer and on first and last trips.	
12					No change		
15					No change		
16	7:00A - 11:00P	30	8:10A - 11:07P	30	Headways reduced to be consistent 30 minutes during weekends	Students going off-campus during weekend	
19	10:00A - 7:00P	30	10:00A - 7:00P	60	Frequency reduced to run every 60 minutes	Overlay of service on Routes 3, 15, 16	
20	8:20A - 8:20P	60	11:20A - 8:20P	60	Rerouting starting at 4:20P to connect UCSC to Delaware via Western, Mission, Almar. First three trips eliminated	Proposed new alignment in evenings to serve Safeway. Low ridership	

Intercity

Route	Existing Wknd		Proposed Wknd		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
69A	8:07A - 6:00P	60	8:30A (OB) - 6:00P	60	Eliminated first trip	Low ridership	
69W	7:50A - 8:37P	60	8:00A (IB) - 6:00P	60	Eliminated evening trips	Low ridership later in the day	
71	6:05A - 11:45P	30	IB 6:10A - 8:10P & OB 7:45A - 11:45P	60	Alternate trips between Clifford and Lincoln	Continue to serve Clifford, high ridership on Lincoln corridor	
91X					No change		

Live Oak / Capitola / Rio Del Mar / Aptos

Route	Existing Wknd		Proposed Wknd		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
54	8:00A - 6:40P	3 trips			No weekend service	Low ridership	55
55			8:30A & 3:30P	2 trips	New 55 routing design to Via Pacifica	Keep lifeline service	
56					No change		
66	6:45A - 8:25P	60	IB 8:45A - 7:45P & OB 8:15A - 7:15P	60	Eliminated early morning and last evening trips	Low ridership	
66N	9:35P - 10:40P	2 trips	OB 9:00P & IB 9:40P	1 roundtrip	Only run one roundtrip instead of two	Low ridership	
68	8:15A - 6:30P	60	11:00A - 4:00P	60	Eliminated early morning and last evening trips	Low ridership	

Watsonville Local

Route	Existing Wknd		Proposed Wknd		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
72					No change		
72W			9:45A - 4:45P	120	Current Route 72 routing used for Weekend only	No need for Social Security Office on Weekends	
74	6:45A - 6:45P	60			Will serve Corralitos on Weekends	High demand for Weekend activities	
75	5:15A - 7:15P	60	7:15A - 5:15P	60	Service discontinued	Poor route design, low ridership on all segments	72W, 75
77					Reduce span of service due to ridership	Low ridership on early morning and evening trips	
79	7:30A - 6:30P	60	8:30A & 3:30P	2 trips	No change	Keep lifeline service	

Highway 17

Route	Existing Wknd		Proposed Wknd		Change	Reason	Alternative Bus Route
	Span	Freq.	Span	Freq.			
17	6:40A - 10:55P	varies	8:25A - 10:10P	varies	Discontinued specific trips & combined several trips into one based on ridership	Low ridership compared to other trips	

Concepto de Servicio Semanal para Santa Cruz METRO 6.20.16

San Lorenzo Valley

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
30	6:45A - 2:15P	2 viajes			Servicio discontinuado	Pocos pasajeros en la ruta	35A OB
33	6:53A - 2:50P	2 viajes	6:53A - 2:50P	2 viajes	No cambios		
34	7:25A - 3:30P	2 viajes	7:25A - 3:30P	2 viajes	No cambios		
35	5:40A - 11:00P	30	5:30A - 11:00P	30, excepto 90 después de las 6:30P	Servicio pasando Mountain Store / Country Club y en Bear Creek discontinuado, excepto en viajes de termino escolar "ST"	Poca cantidad de pasajeros en segmentos exteriores	
					Servicio funcionará cada 90 minutos después de las 6:30PM	Poca cantidad de pasajeros en la noche, pero sigue siendo importante para llevar a la gente a la casa	

Davenport / Bonny Doon

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
40	6:40A - 3:25P	4 viajes	6:40A	1 viaje	Ruta servirá Davenport y SCHS, el servicio al oeste de Davenport será discontinuado (Fábrica de Cemento y Waddell Creek)		
41	5:50A - 5:30P	4 viajes	5:50A	1 viaje	Ruta servirá Bonny Doon y SCHS	Cubre los viajes escolares y trabajadores en la mañana y la cobertura en la tarde y en la noche para llevar a la gente a la casa	
42	8:30P	1 viaje	3:30P, 5:30P y 8:30P	3 viajes	Ruta servirá Bonny Doon y luego Bonny Doon		

Santa Cruz Local / UCSC

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
3	6:50A - 5:50P	60	7:50A - 5:50P	120	Frecuencia reducida para funcionar cada 120 minutos Servirá Long Marine Lab dos veces por día	Pocos pasajeros Punto turístico y UCSC está construyendo nuevo edificio	19, 20
4	6:45A - 4:45P	60	7:45A - 4:45P	60	Primer viaje discontinuado	Primer viaje lleva a 7 pasajeros, el resto de los viajes lleva un promedio de 17 pasajeros por viaje	
8	7:35A	1 viaje			Servicio discontinuado	Pocos pasajeros (menos de 5 pasajeros)	4
10	6:50A - 7:20P	60 (30)	7:20A - 7:20P	30	Primer viaje discontinuado Ciertos viajes funcionarían solo durante el año escolar de UCSC	Pocos pasajeros en el primer viaje Pocos pasajeros en el verano	
12	7:10A	1 viaje			Servicio discontinuado	Servicio duplicado a lo largo de rutas existentes 16, 68. La mayoría de los abordajes ocurren en la porción de la ruta 16 al oeste de Pacific Station	16, 68
15	6:40A - 8:50P	término escolar solamente	7:07A - 7:37P	término escolar solamente	Servicio de año escolar reducido a ser consistente de cada 30 minutos en el día, 15 minutos en la cima Primer viaje y últimos dos viajes discontinuados	Muchos viajes se ejecutan uno encima del otro, servicio complementario debe programarse al nuevo horario de clases Pocos pasajeros	
16	6:25A - 11:15P	30 (15)	6:37A - 11:07P	15 escolar, 30 verano	Primer viaje discontinuado, servicio consistente durante el año escolar	Menos probabilidad de agrupamiento y congestionamiento en los vehículos específicos	
19	7:30A - 11:30P	30	7:30A - 11:30P	30 escolar, 60 verano	Cambiar la frecuencia en el verano	Pocos pasajeros en el verano comparado con el año escolar	3, 20
20	7:20A - 10:20P	60	7:15A - 10:15P	60	Cambio de ruta a partir de las 6:15P para conectar UCSC a Delaware a través de Western, Mission y Almar	Nueva alineación propuesta en las noches para servir a Safeway	3, 19
20D	7:20A - 11:20A & 3:20P - 6:20P	60	7:15A - 11:15A & 3:15P - 6:15P	60	No cambios		

Intercity

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
69A	6:45A - 6:00P	60	6:50A - 6:00P	60	Cambio de horario solamente		
69W	6:20A - 8:50P	60	6:37A - 8:37P	60	Servicio actual de 30 minutos en la noche reducido a cada 60 todo el día	69W es la ruta más fuerte de los servicios semi-express	
71	6:10A - 11:45P	15-30	6:10A - 11:42P	30	Frecuencia todos los días reducido a 30 minutos todo el día (actualmente 15 minutos cima, 30 mediodía)	Número de pasajeros en hora pico entre 20-25 por viaje, que pueden ser absorbidos en servicio cada 30 minutos	
91X	5:55A - 5:45P	15-30	5:57A (IB) - 5:25P (OB)	30	Alternar viajes entre Clifford y Lincoln Viajes específicos eliminados, frecuencia reducida a 30 minutos todo el día Ciertos viajes funcionarían solo durante el año escolar de Cabrillo	Seguiremos sirviendo Clifford, muchos pasajeros por el corredor de Lincoln Pocos pasajeros a ciertas horas Pocos pasajeros en el verano	

Live Oak / Capitola / Rio Del Mar / Aptos

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
54	5:35P	1 trip			Servicio discontinuado	Pocos pasajeros (3-5 pasajeros por viaje)	55
55	7:30A - 4:30P	60	7:30A - 5:30P	60	Servicio reducido al área de Rio Del Mar se ejecuta sólo a las 8:30A, 1:30P y 5:30p para compensar por la discontinuación de las rutas 54 y 56	Pocos pasajeros en el segmento de Rio Del Mar	
56	8:00A - 1:55P	2 viajes			Servicio discontinuado	Pocos pasajeros (3-5 pasajeros por viaje)	55
66	6:45A - 10:00P	60	6:45A - 10:00P	60	No cambios		
68	6:15A - 6:30P	60	6:30 (IB) - 6:30P	60	Primer viaje de salida eliminado	Pocos pasajeros temprano en la mañana	

Attachment D

Watsonville Local

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
72	5:45A - 6:45P	60	6:45A - 5:45P	60	Alineación cambiado sur de Freedom Centre, sirve Airport Blvd Servicio a Corralitos discontinuado	Ruta va a cubrir segmentos perdidos con la Ruta 74; Airport Blvd, Oficina de Seguro Social, Hospital de Watsonville Menos de 10 abordajes diarios en este segmento	
74	6:10A - 6:10P	60			Servicio discontinuado	Mal diseño de ruta, pocos pasajeros en todos segmentos, segmento de Ohlone servido por la Ruta 74S, servicio a Shady Oaks a poca distancia de Airport Blvd (Ruta 69A) y servicio a Green Valley Rd (Ruta 75)	69A, 72, 75, 79
74S	7:00A & 3:10P	2 viajes	7:00A & 3:10P	2 viajes	No cambios		
75	5:15A - 7:15P	60	6:15A - 6:15P	60	Lapso reducido, primer y último viaje eliminados	Corredor de Green Valley tiene bastantes pasajeros comparado con otras rutas locales de Watsonville, pero los viajes temprano en la mañana y tarde en la noche tienen muy pocos pasajeros	
77	6:30A - 6:30P	60			Service discontinued	Pocos pasajeros, segmento de servicio servido por MST, Pajaro Valley ahora servido por el 79, y el 71 por Freedom Blvd	69A, 71, 79
79	6:25A - 5:45P	60	7:25A - 5:45P	120	Alineación cambiado para servir Pajaro Valley. Frecuencia cambiado para funcionar cada 120 minutos	Ruta va a cubrir segmentos perdidos con la discontinuación de la Ruta 77	

Highway 17

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
17	4:45A - 10:45P	varía	4:45A - 10:45P	varía	Viajes específicos discontinuados y combinamos varios viajes basado en cantidad de pasajeros Servicio hacia/desde Soquel Park & Ride discontinuado	Pocos pasajeros comparado con otros viajes	

Concepto de Servicio de Fin de Semana para Santa Cruz METRO 6.20.16

San Lorenzo Valley

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
30					No cambios		
33					No cambios		
34					No cambios		
35	7:30A - 11:00P	30	8:30A - 10:30P	60	Servicio pasando Mountain Store / Country Club y en Bear Creek descontinuado	Poca cantidad de pasajeros en segmentos exteriores y los fines de semana	
					Servicio de fin de semana reducido a cada 60 minutos y lapso cortado, cada 90 minutos después de las 7:30P		

Davenport / Bonny Doon

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
40	8:30A & 4:30P	2 viajes			No servicio los fines de semana	Pocos pasajeros	42
41	9:30A	1 viaje			No servicio los fines de semana	Pocos pasajeros	42
42	6:00P	1 viaje	8:30A & 4:30P	2 viajes	Sirve Davenport y Bonny Doon con un vehículo	Mantener el servicio salvavidas	

Santa Cruz Local / UCSC

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
3	9:50A - 5:50P	120	9:50A - 5:50P	120	No cambios		
4W	8:55A - 4:45P	120			Servicio descontinuado	Pocos pasajeros	
8					No cambios		
10	8:50A - 5:50P	60	9:50A - 4:50P	60	Servicio cambiado a funcionar durante el año escolar solamente. Primer y último viaje descontinuado	Pocos pasajeros en el verano y en el primer y último viaje	
12					No cambios		
15					No cambios		
16	7:00A - 11:00P	30	8:10A - 11:07P	30	Frecuencia reducida para ajustarse a 30 minutos durante los fines de semana	Los estudiantes salen mucho de UCSC los fines de semana	
19	10:00A - 7:00P	30	10:00A - 7:00P	60	Frecuencia reducido a funcionar cada 60 minutos	Superposición de servicio en las rutas 3, 15, 16	
20	8:20A - 8:20P	60	11:20A - 8:20P	60	Cambio de ruta a partir de las 4:20P para conectar UCSC a Delaware a través de Western, Mission y Almar	Nueva alineación propuesta en las noches para servir a Safeway	

Intercity

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
69A	8:07A - 6:00P	60	8:30A (OB) - 6:00P	60	Primer viaje eliminado	Pocos pasajeros	
69W	7:50A - 8:37P	60	8:00A (IB) - 6:00P	60	Viajes en la noche eliminados	Pocos pasajeros en la noche	
71	6:05A - 11:45P	30	IB 6:10A - 8:10P & OB 7:45A - 11:45P	60	Alternar viajes entre Clifford y Lincoln	Seguiremos sirviendo Clifford, muchos pasajeros por el corredor de Lincoln	
91X					No cambios		

Live Oak / Capitola / Rio Del Mar / Aptos

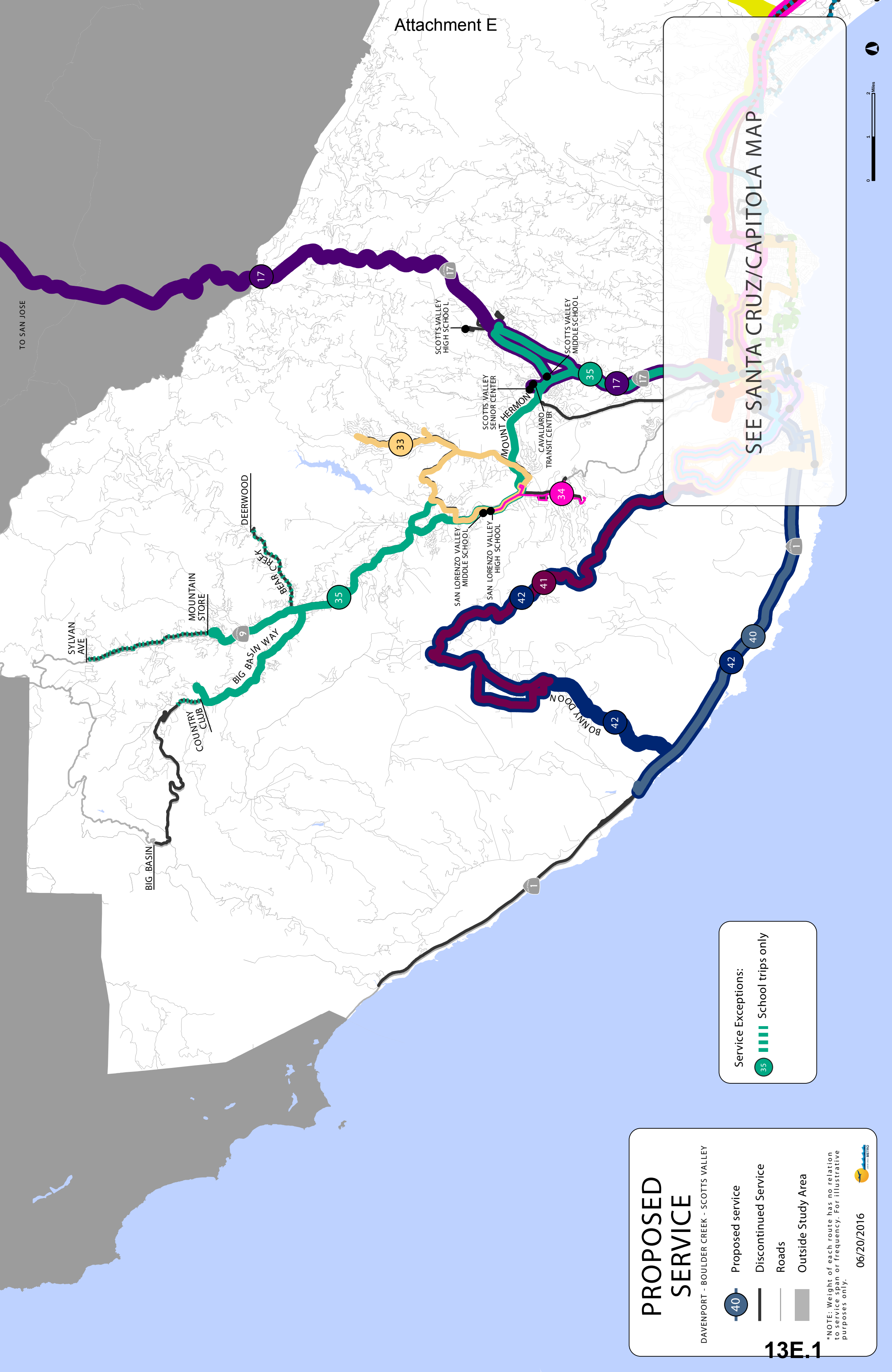
Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
54	8:00A - 6:40P	3 viajes			No servicio el fin de semana	Pocos pasajeros	55
55			8:30A & 3:30P	2 viajes	Nueva alineación para servir Via Pacifica	Mantener el servicio salvavidas	
56					No cambios		
66	6:45A - 8:25P	60	IB 8:45A - 7:45P & OB 8:15A - 7:15P	60	Viajes temprano en la mañana y tarde en la noche eliminados	Pocos pasajeros	
66N	9:35P - 10:40P	2 viajes	OB 9:00P & IB 9:40P	1 viaje	Solo un viaje de ida y vuelta en ves de dos	Pocos pasajeros	
68	8:15A - 6:30P	60	11:00A - 4:00P	60	Viajes temprano en la mañana y tarde en la noche eliminados	Pocos pasajeros	

Watsonville Local

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
72					No cambios		
72W			9:45A - 4:45P	120	Alineación de la actual Ruta 72 para los fines de semana Servirá Corralitos los fines de semana	No hay necesidad para servir la Oficina de Seguro Social los fines de semana Alta demanda de actividades los fines de semana	
74	6:45A - 6:45P	60			Servicio discontinuado	Mal diseño de ruta y pocos pasajeros en todos los segmentos	72W, 75
75	5:15A - 7:15P	60	7:15A - 5:15P	60	Reducir lapso de tiempo	Pocos pasajeros temprano en la mañana y en la tarde	
77					No cambios		
79	7:30A - 6:30P	60	8:30A & 3:30P	2 viajes	Alineación cambiado para servir Pajaro Valley	Mantener el servicio salvavidas	





Highway 17

Ruta	Fin de Semana Actual		Fin de Semana Propuesto		Cambio	Razón	Ruta de Autobús Alternativa
	Lapso	Frec.	Lapso	Frec.			
17	6:40A - 10:55P	varía	8:25A - 10:10P	varía	Viajes específicos discontinuados y combinamos varios viajes basado en cantidad de pasajeros	Pocos pasajeros comparado con otros viajes	



PROPOSED SERVICE

DAVENPORT - BOULDER CREEK - SCOTTS VALLEY

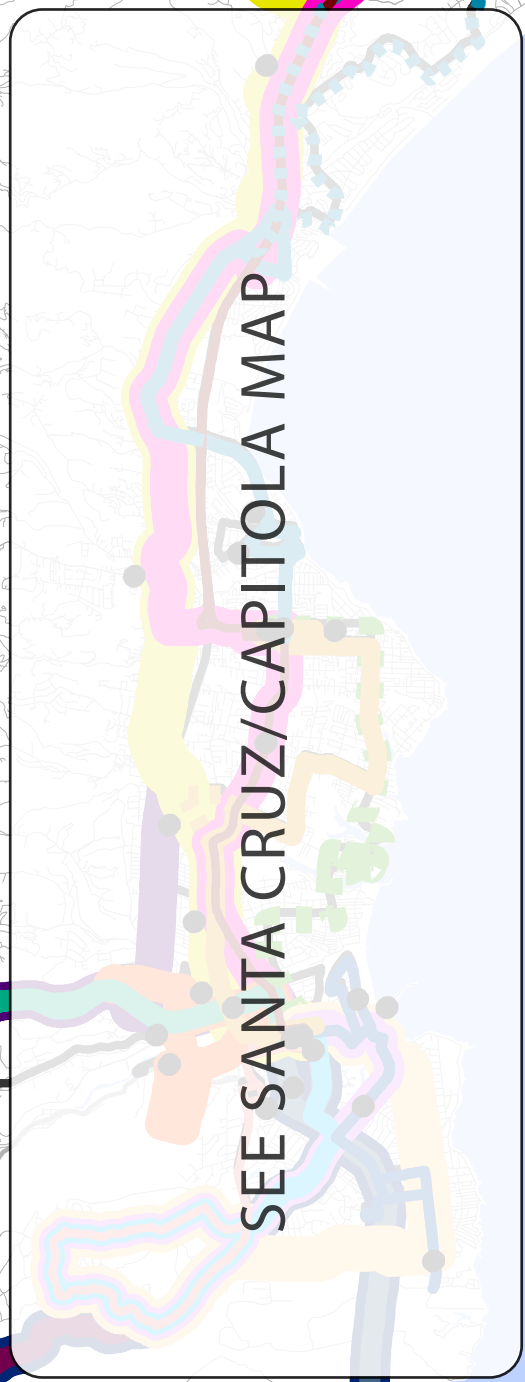
-  Proposed service
-  Discontinued Service
-  Roads
-  Outside Study Area

*NOTE: Weight of each route has no relation to service span or frequency. For illustrative purposes only.

06/20/2016



- Service Exceptions:
-  School trips only



TO SAN JOSE

BIG BASIN

COUNTRY CLUB

BIG BASIN WAY

MOUNTAIN STORE

DEERWOOD

BEAR CREEK

SYLVAN AVE

SCOTTS VALLEY HIGH SCHOOL

SCOTTS VALLEY SENIOR CENTER

MOUNT HERMON

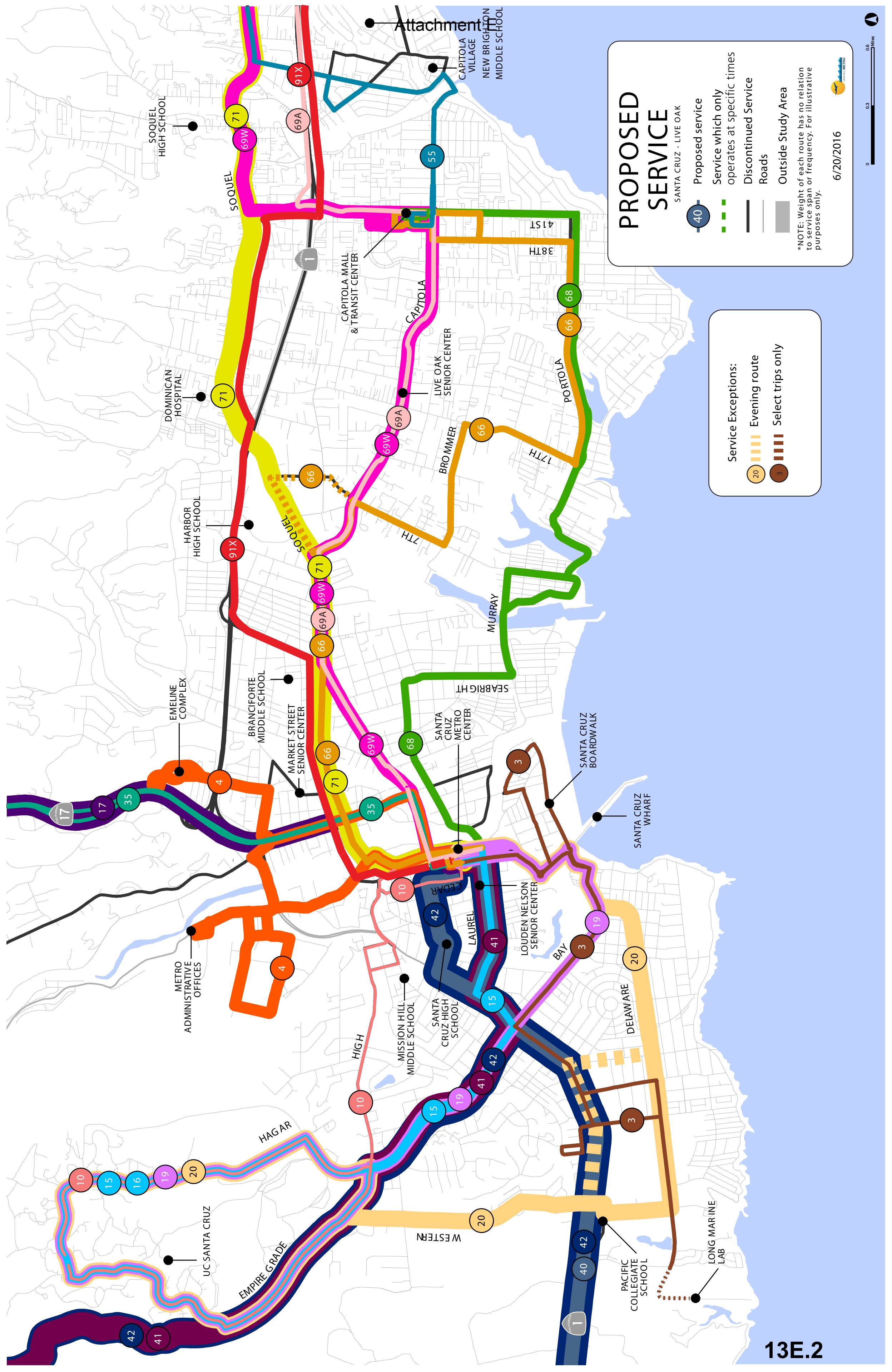
CAVALLARO TRANSIT CENTER

SCOTTS VALLEY MIDDLE SCHOOL

SAN LORENZO VALLEY MIDDLE SCHOOL

SAN LORENZO VALLEY HIGH SCHOOL

BONNEDON



PROPOSED SERVICE

SANTA CRUZ - LIVE OAK

- Proposed service
- Service which only operates at specific times
- Discontinued Service
- Roads
- Outside Study Area

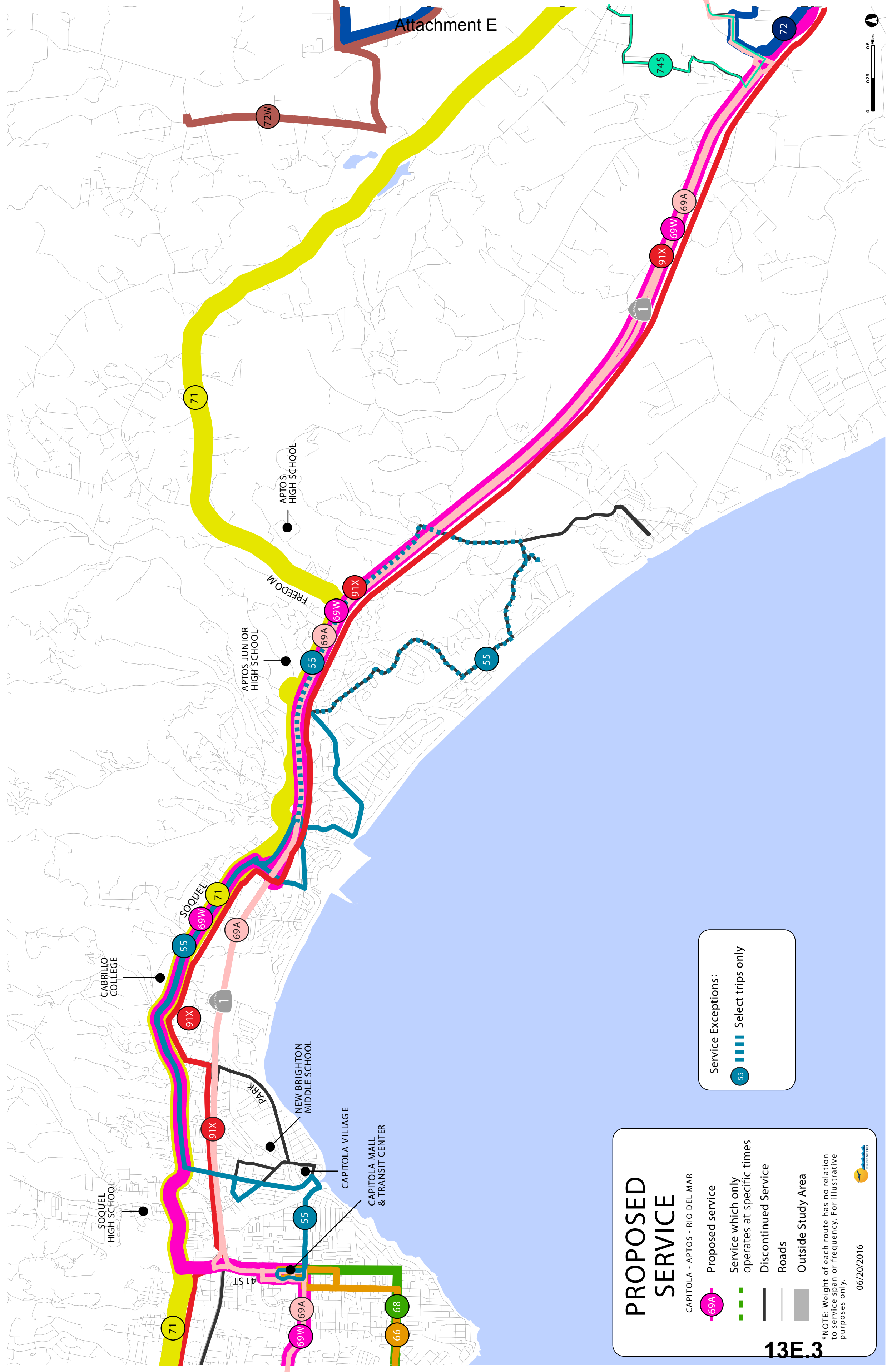
*NOTE: Weight of each route has no relation to service span or frequency. For illustrative purposes only.

6/20/2016

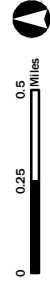
Service Exceptions:

- Evening route
- Select trips only





Attachment E



PROPOSED SERVICE

CAPITOLA - APTOS - RIO DEL MAR

- 69A Proposed service
- - - Service which only operates at specific times
- Discontinued Service
- Roads
- Outside Study Area

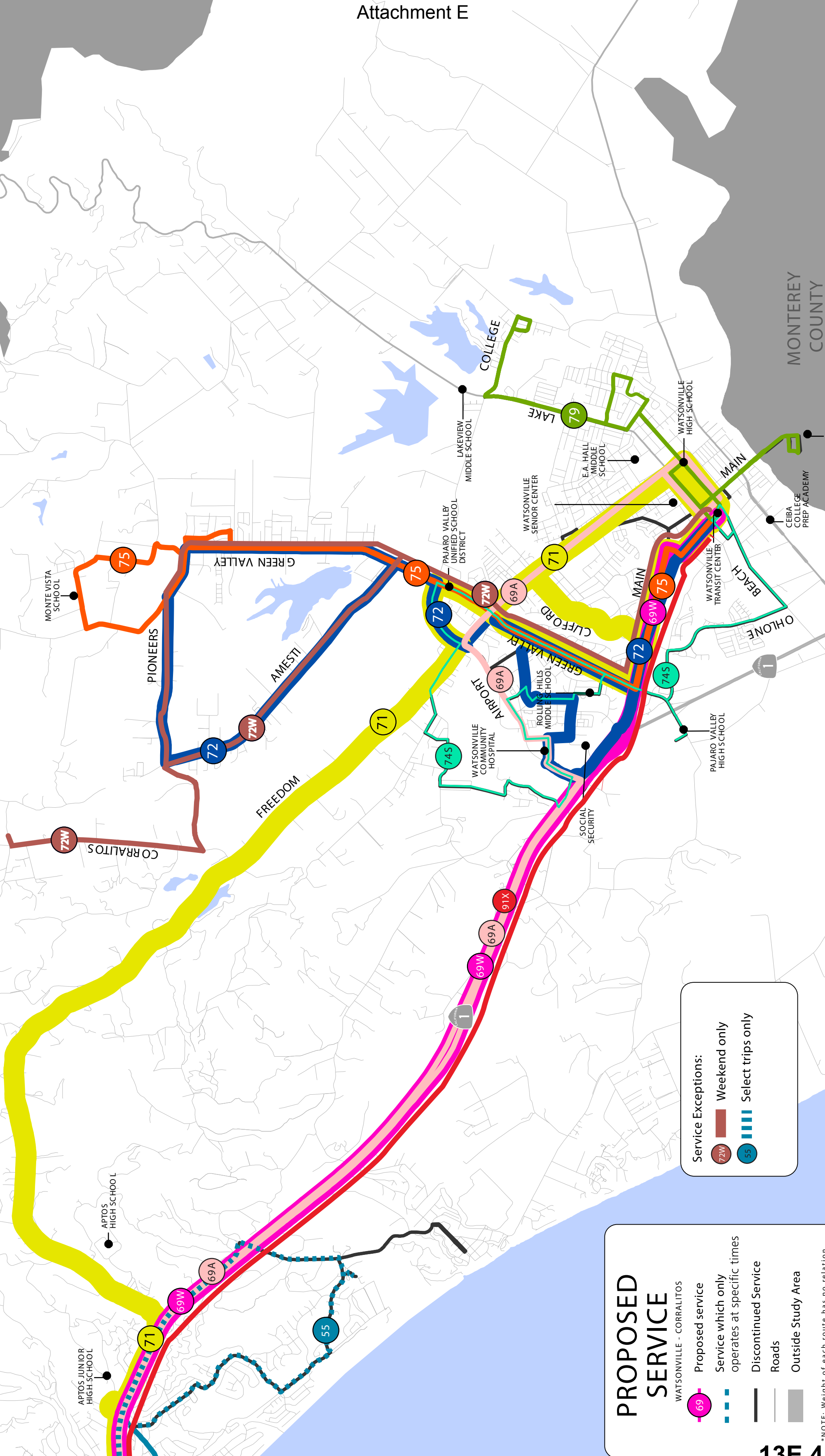
*NOTE: Weight of each route has no relation to service span or frequency. For illustrative purposes only.

06/20/2016

Service Exceptions:

- 55 Select trips only

13E.3



Service Exceptions:

- Weekend only
- 72W
- Select trips only
- 55

PROPOSED SERVICE

WATSONVILLE - CORRALITOS

- 69 Proposed service
- - - Service which only operates at specific times
- - - Discontinued Service
- Roads
- Outside Study Area

*NOTE: Weight of each route has no relation to service span or frequency. For illustrative purposes only.

6/20/2016

MONTEREY COUNTY

One-Page Summary of Scenarios

Sales Tax Measure Passes

	FTEs on 6/24/16 (After Vacancies & Retirements)	FTEs on 9/8/16	Final FTEs 9/7/16	Cost to Retain extra FTEs until sales tax dollars flow (Requires Reserves)	Layoffs on 9/7/16	UTU & Mngt "Givebacks"	
Scenario 1	146	142	142	N/A	4	Y	Best outcome to avoid using Reserves, but results in 7 layoffs less the 3 FTEs from the UTU & Management "Givebacks"
Scenario 2a	146	146	146	\$ 376,744	0	Y	Good outcome to avoid layoffs & minimize usage of Reserves

Sales Tax Measure Fails

	FTEs on 6/24/16 (After Vacancies & Retirements)	FTEs on 9/8/16	Final FTEs 9/7/16	Cost to Retain extra FTEs until sales tax dollars flow (Requires Reserves)	Layoffs on 9/7/16	UTU & Mngt "Givebacks"	Layoffs on 12/14/16	Layoffs on 6/17/17	TOTAL LAYOFFS 9/16 - 6/17	
Scenario 1	146	142	142	N/A	4	Y			4	Best outcome to avoid using Reserves, but results in 7 layoffs less the 3 FTEs from the UTU & Management "Givebacks"
Scenario 2b	146	146	142	\$ 158,140	4	Y	4		4	Results in 4 layoffs on 12/14/16
Scenario 2c	146	146	142	\$ 395,349	4	Y	4	4	4	Similar to 2b except delays 4 layoffs until 6/18/17 (possible attrition). Requires more Reserves than 2b.

NOTE: All calculations and estimates of layoffs are based on the most current information available at the time. If operator vacancies and/or retirements go up or down, so too will the number of estimated layoffs. Such changes would also impact up or down the amount of service reductions that are attributable to vacancies on 9/8/16. At the time of the drafting of this document, the estimated operator retirements were at 11 and the estimated operator vacancies were at 6.

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