AGENDA

Thursday, September 6, 2012
9:00 a.m.

NOTE LOCATION THIS MONTH
City of Scotts Valley Council Chambers
One Civic Center Dr.
Scotts Valley CA 95066

NOTE
See the last page for details about access for people with disabilities and meeting broadcasts.

En Español
Para información sobre servicios de traducción al español, diríjase a la última página.

AGENDAS ONLINE
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COMMISSION MEMBERSHIP

Caltrans (ex-officio)  Tim Gubbins
City of Capitola        Kirby Nicol
City of Santa Cruz     Don Lane
City of Scotts Valley   Randy Johnson
City of Watsonville    Eduardo Montesino
County of Santa Cruz   Ellen Pirie
County of Santa Cruz   John Leopold
County of Santa Cruz   Mark Stone
County of Santa Cruz   Neal Coonerty
County of Santa Cruz   Greg Caput
Santa Cruz Metropolitan Transit District Dene Bustichi
Santa Cruz Metropolitan Transit District Lynn Robinson
Santa Cruz Metropolitan Transit District Ron Graves

The majority of the Commission constitutes a quorum for the transaction of business.
Article 8 Transportation Development Act Claims – only City and County representatives vote
Article 4 Transportation Development Act Claims, Policy Issues, and SAFE – all 12 members vote
1. Roll call

2. Oral communications

Any member of the public may address the Commission for a period not to exceed three minutes on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, may not take action on items that are not on the agenda.

Speakers are requested to sign the sign-in sheet so that their names can be accurately recorded in the minutes of the meeting.

3. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

MINUTES

4. Approve draft minutes of the August 2, 2012 RTC meeting

5. Accept draft minutes of the June 21, 2012 Interagency Technical Advisory Committee (ITAC) meeting

6. Accept draft minutes of the July 31, 2012 Special Elderly & disabled Transportation Advisory Committee (E&D TAC) meeting

7. Accept draft minutes of the August 13, 2012 Bicycle Committee meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

8. Accept the Elderly & Disabled Technical Advisory Committee (E&DTAC) annual report

BUDGET AND EXPENDITURES ITEMS

9. Accept status report on Transportation Development Act (TDA) revenues
ADMINISTRATION ITEMS

9b. Approve Central Coast Coalition Memorandum of Understanding

INFORMATION/OTHER ITEMS

10. Accept monthly meeting schedule
11. Accept correspondence log
12. Accept letters from RTC committees and staff to other agencies - none
13. Accept miscellaneous written comments from the public on RTC projects and transportation issues
14. Accept information items
   a. Monterey Bay Sanctuary Scenic Trail Network Scoping Meetings Notice

REGULAR AGENDA

15. Commissioner reports – oral reports
16. Director’s report – oral report
   (George Dondero, Executive Director)
17. Caltrans report and consider action items
   a. Construction projects update
18. City of Scotts Valley Project update
   (Verbal presentation from City of Scotts Valley Public Works Department)
19. On-board Transit Study
   (Ginger Dykaar, Transportation Planner and Jim Moore, Moore & Associates)
   a. Staff report
   b. Executive Summary of Santa Cruz County On-Board Transit Ridership Study
20. Highway 1 Soquel/Morrissey Auxiliary Lane project update
   (Kim Shultz, Senior Transportation Planner)
   a. Staff report
21. Santa Cruz Branch Rail Line Acquisition  
   (Luis Mendez, Deputy Director)  
   a. Staff report  
   b. Resolution approving amendments to the FY12-13 Budget  
   c. Structures rehabilitation construction cost estimate  
   d. Estimated timeline to close escrow on Branch Line purchase  

22. Review of Items to be Discussed in Closed Session  

23. Oral and Written Communications Regarding Closed Session  

CLOSED SESSION  

24. Conference with Labor Negotiators Pursuant to Government Code 54957.6  
   Commission Negotiators: Yesenia Parra and George Dondero  
   Bargaining Units: RTC Association of Middle-Management and Community of  
   RTC Employees  

25. Adjourn to special meeting of the Service Authority for Freeway Emergencies  
   No agenda items this month  

26. Next Meetings  
   The next RTC meeting is scheduled for Thursday, October 4, 2012 at 9:00 a.m.  
   at the Santa Cruz County Board of Supervisors Chambers, 701 Ocean, Santa  
   Cruz, CA  
   The next Transportation Policy Workshop meeting is scheduled for Thursday,  
   September 20, 2012 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue,  
   Santa Cruz, CA.  

HOW TO REACH US  

Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060  
phone: (831) 460-3200 / fax (831) 460-3215  

Watsonville Office  
275 Main Street, Suite 450, Watsonville, CA 95076  
(831) 768-8012  
email: info@sccrtc.org / website: www.sccrtc.org
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Agenda packets: Complete agenda packets are available at the RTC office, on the RTC website (www.sccrtc.org), and at the following public libraries:
- Aptos Branch Library
- Central Branch Library
- Branciforte Library
- Scotts Valley Library
- Watsonville Library

For information regarding library locations and hours, please check online at www.santacruzpl.org or www.watsonville.lib.ca.us.

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HOW TO REQUEST

❖ ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

❖ SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

The meeting was called to order at 9:06 a.m.

Members present:
Scott Eades (ex officio)    Kirby Nicol
Don Lane                   Donna Lind (Alt.)
Eduardo Montesino          Ellen Pirie
John Leopold               Donna Ziel (Alt.)
Neal Coonerty              Greg Caput
Dene Bustichi              Lynn Robinson

Staff present:
George Dondero             Luis Mendez
Yesenia Parra              Kim Shultz
Cory Caletti               Rachel Moriconi
Karena Pushnik             Tegan Speiser
Jason Laning

2. Oral communications

Tom Walsh, Director, Senior Coalition, said that the RTC should better communicate expenditures of RTC funds to verify that it is not suffering from similar financial problems as other government agencies.

3. Additions or deletions to consent and regular agendas

Replacement pages for Item 8 and additional materials for Items 13 and 16 were distributed. Deputy Director Luis Mendez informed the RTC of the need to add an item to the agenda regarding the student shuttle service that is part of the traffic management plan for the Highway 1 Soquel to Morrissey Auxiliary Lanes project. He said that in order to ensure that the shuttle service is in place when school starts, a contract for the service must be in place prior to
the next meeting of the RTC. He said that need came to light after review of
the proposals, which was after the information for this meeting was
distributed. Commissioner Pirie moved, and Commissioner Leopold seconded,
to add the item to the agenda. The motion passed unanimously. The item was
placed on the regular agenda as item 15b.

CONSENT AGENDA
(Leopold, Montesino) unanimous

MINUTES

4. Approved draft minutes of the June 14, 2012 Special Regional Transportation
Commission meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

5. Accepted amendments to the Regional Transportation Improvement Program
(RTIP) (Resolution 01-13)

BUDGET AND EXPENDITURES ITEMS

6. Accepted status report on Transportation Development Act (TDA) revenues

ADMINISTRATION ITEMS

No consent items

INFORMATION/OTHER ITEMS

7. Accepted monthly meeting schedule

8. Accepted correspondence log

9. Accepted letters from RTC committees and staff to other agencies -none

10. Accepted miscellaneous written comments from the public on RTC projects and
transportation issues

11. Accepted information items

investing in our future. Santa Cruz Sentinel

REGULAR AGENDA
12. Commissioner reports – oral reports

None

13. Director’s report – oral report

Executive Director George Dondero gave an update on the Santa Cruz Branch Rail Line acquisition and reported that, if all goes well, the RTC should be the new owner of the Santa Cruz Branch Rail Line in September. He also reported that the Monterey Bay Sanctuary Scenic Trail Network Project is proceeding well and that the master plan and environmental document for that project are currently being prepared. He announced that public scoping meetings have been scheduled for early September and public workshops for late November. He also announced the RTC’s new two-month exhibit of collage art by artist T. Mike Walker.

14. Caltrans report and consider action items

Scott Eades reported the following:

- Tim Gubbins is the new Caltrans District 5 Director, and Aileen Loe is temporarily filling Mr. Gubbins’ former position until it is filled permanently. Correspondingly, Scott Eades is filling Aileen Loe’s regular position during this time.
- There are two projects in Santa Cruz County that received funding through the Safe Routes to School program: a pedestrian path and bridge near two schools in Scotts Valley, and 34 intersection upgrades in Watsonville near schools.
- There is a new storm damage repair project near the Route 17 summit to construct a retaining wall. Construction should begin in the next few months.

In response to a question from Commissioner Leopold, Scott Eades remarked that Steve Price is still filling the same position at Caltrans.

In response to a question from Commissioner Nicol regarding the Salinas Road interchange project, Mr. Eades responded that he does not have an expected completion date to report and will provide it later.

In response to a question from Commissioner Caput regarding the Safe Routes to Schools program, Mr. Eades responded that the application process is an annual cycle.

15. Highway 1 Soquel/Morrissey Auxiliary Lane project update

Senior Transportation Planner Kim Shultz presented a monthly report on construction activities for the Highway 1 Soquel/Morrissey Auxiliary Lanes
Project. He reported that the removal of the La Fonda Avenue Overcrossing is scheduled to begin on August 6th. He noted that construction work is underway outside of the highway area to improve safety and promote non-motorized travel to area schools, as well as other activities intended to minimize congestion and disruption as a result of the temporary removal of the La Fonda Avenue Overcrossing.

Senior Transportation Planner Karena Pushnik gave an overview of the outreach efforts regarding the La Fonda Bridge removal, including a community meeting, working with local media, the RTC website, flyers, eNews updates to over 650 people, and meetings with school representatives. Commissioner Pirie expressed concern that further outreach needs to be directed towards people living outside the immediate La Fonda Bridge area.

Senior Transportation Planner Tegan Speiser reported on strategies for working with local schools in connection with the bridge removal. She noted that the RTC provides an online carpool matching and scheduling service, and is helping fund the continuation of Ecology Action’s Boltage program that incentivizes students to carpool, bus, walk, or bike to school. She also described the RTC’s Ca$h for SchoolPools program.

In response to a question from Commissioner Pirie, Mr. Shultz responded that he did not expect the differing construction site conditions to result in unanticipated project costs. Commissioner Pirie also asked why the construction site didn’t look busy, to which Mr. Shultz responded that recent construction activity has concentrated on the retaining walls in the low lying areas, which are not visible from the highway.

Due to the scheduled Public Hearing at 9:30 a.m., Chairman Nicol rescheduled Item 15b to become Item 17b.

16. **9:30 a.m. Public Hearing**- Resolution calling for a Special Election on November 6, 2012 asking voters to consider a $10 Vehicle Registration Fee

Senior Transportation Planner Rachel Moriconi summarized the RTC’s proposed ballot measure asking voters to authorize a $10 fee on registered motor vehicles to maintain local streets and roads and build safe and accessible pedestrian and safe routes to school projects. Ms. Moriconi announced that RTC staff’s recommendation is to not move forward with the proposed measure.

Executive Director George Dondero explained the RTC staff’s recommendation to not move forward, citing the 2/3 voter threshold requirement, the lack of a funded campaign, current public sentiments about the state of the economy, and the uncertain support for new funding measures. He also said staff recommends that the RTC continue working with the community to evaluate a future range of funding options.
Commissioner Robinson asked what a ¼ cent sales tax would generate in funding, to which Ms. Moriconi estimated it would result in approximately $7 to $8 million per year.

Commissioner Nicol noted he didn’t see anything in the staff reports regarding the magnitude of the $250 million countywide deficit for deferred maintenance.

**Bob Thomas**, a local businessman, said people are hurting financially due to the state of the economy, and therefore agreed with staff’s recommendation to not pursue the ballot measure this year.

**Mark Dettle**, Director of Public Works for the City of Santa Cruz, emphasized the rising cost to repair roads as road conditions fall into further disrepair due to limited funding for preventative maintenance. He said the proposed VRF ballot measure would be a positive step in the right direction, though not a complete solution by itself. He said a sales tax increase will probably also be needed in the future. In response to a question from Commissioner Nicol, Mr. Dettle explained that the funds from a vehicle registration fee would almost double the amount of preventative road maintenance they could do in the City of Santa Cruz.

**Tom Walsh**, Executive Director of the Senior Coalition, said his Board of Advisors asked him to come and oppose any new tax that does not have a senior or a disabled exemption available. He asked whether the funds generated by a VRF would be subtracted from the general fund or be in addition.

**Gary Merrill**, Executive Director of the Santa Cruz County Business Council, expressed the support of the Business Council to go forward with the proposed VRF ballot measure and thanked RTC staff for presenting the measure to the Business Council’s Board of Directors. He said the business community seems to agree that we need to fix the roads now at less cost, so we don’t have to fix the roads later at much greater cost.

**Joseph Panaro**, Live Oak resident, agreed with RTC staff’s recommendation to hold off on the proposed ballot measure. He suggested instead that 1% of the general fund budget should be moved around to find more funding for roads, and described the VRF measure as a knee-jerk reaction. He also said bicyclists should be made to pay higher fees.

**Theresia Rogerson**, Santa Cruz County Health Services Agency, and member of the Community Traffic Safety Coalition, reported that the Coalition would be discussing the VRF measure in an upcoming meeting. She thought the Coalition members would agree that road repairs would improve safety. She said that she was shocked at the disrepair of roads when she moved to Santa Cruz seven years ago, and described funding for road repair as a “dire need.” She said that the proposed VRF measure would be a step in the right direction.
Victor Marani, a member of the Santa Cruz County Board of Education, said he was impressed with the RTC staff’s change of direction in their recommendation. He said the RTC has never presented the Safe Routes to School program to the Board of Education. He also said California State Park supporters are disillusioned due to the recent State Park surplus funds scandal, and are now more hostile towards government proposals for increased fees. He said a more long-term solution would be better than the currently proposed VRF measure.

Commissioners discussed the significant need for funds for local roads; however, they expressed significant concerns regarding the state of the economy and the required 2/3 voter threshold. They discussed the effect that a defeated measure would have on a future tax measure. They also discussed concerns with organized opposition and the need for united Commission and community support in order for the VRF measure to be successful.

Commissioner Caput moved, and Commissioner Bustichi seconded, to approve RTC staff’s recommendation to defer pursuing self help status to fund our community’s transportation needs this November. The motion passed, with Commissioners Bustichi, Caput, Lane, Lind, Nicol, and Ziel voting “aye,” and Commissioners Coonerty, Leopold, Montesino, Pirie, and Robinson voting “no.”

17. Update on State and Federal Legislation

Commissioners Bustichi and Lind exited the meeting.

Senior Transportation Planner Rachel Moriconi presented an update on state and federal legislation. She said that state and federal legislation becomes more important due to the lack of local funding. She said the Federal Transportation Act, H.R. 4348, known as MAP-21, was approved by Congress at the end of June. She also presented to the RTC a summary list of state transportation bills that could impact the RTC or project sponsors.

Commissioner Pirie expressed concern that the RTC was holding out false hope in its continued support of state bill ACA 23, which would lower the required voter approval for special taxes from two-thirds to 55%.

17b. Add-on Item: Student Shuttle Service for Highway 1 Soquel/Morrissey Auxiliary Lanes Project Traffic Management

Senior Transportation Planner Kim Shultz reported that, in connection with the temporary removal of the La Fonda Avenue overcrossing for the Highway 1 Soquel/Morrissey Auxiliary Lanes project, a request for proposals was distributed to five student shuttle operators and posted on the RTC website. As a result, proposals were received from two operators: First Student, Inc., operating out of San Jose, and Michael’s Transportation Service, operating out of Watsonville. He also advised the Commission that a meeting for families with students eligible for the shuttle will take place on August 22.
Commissioner Leopold moved, and Commissioner Alternate Ziel seconded, to approve by resolution staff’s recommendation to authorize the Executive Director, with confirmation of the RTC Chair, to execute a contract with the student shuttle operator recommended by the evaluation committee for the period that the La Fonda Avenue Overcrossing is out of service to pedestrians and bicyclists.

Commissioner Pirie proposed an amendment to allow any Commissioner whose jurisdiction includes the area affected by the La Fonda Bridge removal to participate as part of the shuttle operator evaluation committee. Commissioner Leopold accepted the amendment.

The motion, as amended (Resolution 02-13), passed unanimously.

18. Adjourn to special meeting of the Service Authority for Freeway Emergencies

No agenda items this month

19. Next Meetings

The next RTC meeting is scheduled for Thursday, September 6, 2012 at 9:00 a.m. at the Scotts Valley City Council Chambers, 1 Civic Center Dr., Scotts Valley, CA

The next Transportation Policy Workshop meeting is scheduled for Thursday, August 16, 2012 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

Respectfully submitted,

Jason Laning, Staff

**Attendees**

Bob Thomas Local Businessman
Mark Dettle Director of Public Works, City of Santa Cruz
Tom Walsh Executive Director, Senior Coalition
Gary Merrill Executive Director, Santa Cruz County Business Council
Joseph Panaro Live Oak Resident
Theresa Rogerson Santa Cruz County Health Services Agency/CTSC
Victor Marani Santa Cruz County Board of Education
Jason Hoppin Santa Cruz Sentinel
Tove Beatty SCMTD
1. Call to Order – Chair Chris Schneiter called the meeting to order at 1:35 p.m.

2. Introductions – Self introductions were made.

3. Oral communications – None.

4. Changes consent and regular agendas – Item 8 was moved after Item 9

CONSENT AGENDA (Wiesner/Beatty) approved unanimously

5. Approved Minutes of the April 12, 2012 ITAC meeting with one modification to list of attendees.

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors

Watsonville: Maria Rodriguez reported that RSTP-funded construction of the Freedom Boulevard Reconstruction project is complete. The City is finishing two Safe Routes to Schools-funded projects, including improving pedestrian crossings at several locations. TDA-funded curb ramps are also under construction citywide. The City’s Trails and Bicycle Master Plan is out for public review and comment.
Phase two of the annual road maintenance program will begin in the next few weeks.

County of Santa Cruz – Russell Chen reported that 2007 storm damage repairs continue, which will include closure of Shultes Road for a few months, and construction on East Zayante and Hames Road. The East Cliff Parkway project is scheduled for completion in July. Upper Porter/Soquel-San Jose Road sidewalk project is underway. The County is starting the RSTP-funded Soquel Drive overlay project from Porter Street to State Park, which includes bicycle lanes; and awarding its seal coat project in August. Construction of the Graham Hill Road project will restart following completion of utility relocation, anticipated in mid-July. Culvert repairs at Old Big Trees Road in Felton are underway.

City of Capitola - Steve Jesberg reported that the City’s is gearing up for the ¼ cent sales tax extension ballot measure. A $100,000 full slurry seal project on residential streets throughout the city is underway.

MBUPCD – Alan Romero reported that AB2766 grant applications are due June 22. $1.8 million is available. The Air District is seeking applications for projects with direct local emission reductions, encourages agencies to seek funds for signal synchronization and roundabout projects, and creative projects that reduce emissions. Bicycle projects are in moratorium until the bicycle model is completed.

SC Metro – Erich Friedrich reported that the new Smart Card for paying fares were launched June 7, allowing faster passenger boarding on buses. Metro is working on Fall service enhancements in Watsonville, which include some rerouting and possibly one new route. Tove Beatty reported that Metro anticipates awarding the contract for the MetroBase Opera rations Building in October, using over $5 million in Proposition 1B State-Local Partnership Program (SLPP) funds. The second CNG tank and new fleet vehicles will be arriving soon. Metro is reviewing options for the downtown Santa Cruz Metro Center, given the loss of Redevelopment Agency funds. The STIP-funded bus stop improvements continue, with cost savings allowing additional improvements to be made over the next few months. She noted that Metro is also tracking federal legislative activities around MAP-21.

UCSC – Teresa Buika reported that costs savings from a federal New Freedom grant are being used to construct additional access ramps this summer.

AMBAG - Bhupendra Patel reported that the model update continues, finalizing input from locals in August. He encouraged attendance at the model training July 9-11. Data from the Origin-Destination Study and cell phone data is coming soon. The Central Coast Commercial Flow Study, which includes recommendations for the corridor through Santa Barbara, is available. The 2012 Metropolitan Transportation Improvement Program (MTIP) will be released for public review in late July.

City of Santa Cruz – Chris Schneiter reported that the Lower Seabright, East Broadway pavement projects are underway. Construction on the Chestnut Street Extension slope stabilization project will start next month.

Caltrans- Mark McCumsey reported that applications for HSIP and HR3 grants are due July 20. Caltrans Interregional Blueprint document is available online. The Governor has proposed a 4 day/38 hour work week for state employees. The new permanent District 5 Director is expected to be announced this summer. Caltrans has been working with the RTC and AMBAG on approval of the Work Program. Caltrans has also been working with agencies on implementation of various grants, including the on-board transit survey.
7. Project Solicitation and Evaluation for 2014 Transportation Plans

Ginger Dykaar (RTC) reported that the RTC is in the process of updating the Regional Transportation Plan (RTP) in coordination with the Association of Monterey Bay Area Governments (AMBAG) MTP. She requested project sponsors identify projects from the 2010 Regional Transportation Plan (RTP) that will be completed by Summer 2014 or should not otherwise be included in the 2014 RTP. She also requested input on the draft project application form and input on the project evaluation process. Project sponsors will be asked to identify projects that advance the goals and targets that have been developed for the 2014 RTP, as well as projects that address the SB375-mandated Sustainable Communities Strategy and Complete Streets needs.

Bhupendra Patel (AMBAG) noted that the project evaluation will also consider how well the project list meets state and federal requirements, including consideration of the public participation process, environmental justice for low income and minority groups, and greenhouse gas (GHG) targets for 2020 and 2035. Project timing will be important in meeting state GHG goals.

Regarding the application, Chris Schneiter (Santa Cruz) noted that it can be hard to separate out project costs and benefits by mode. All modes benefit from most projects. Members identified some specific projects which have been completed.

8. Legislative Update (discussed after Item 9)

Rachel Moriconi (RTC) reported that Congress was still working on passing a new federal transportation act by the June 30 deadline. Key issues under discussion include reduced environmental review, the Transportation Enhancement program, and the Keystone Pipeline. The House had proposed a short term extension of SAFETEA-LU.

She also reported that the adopted State budget included a 5% reduction to staff, and shifting off-highway fuel taxes to the General Fund, resulting in a loss of funds to the State Transportation Improvement Program (STIP) and Local Streets and Roads. State Transit Assistance revenues are up slightly. The State is also considering a bill related to cap-and-trade revenues.

9. Local Vehicle Registration Fee Ballot Measure

Rachel Moriconi (RTC) requested input on components of the expenditure plan for the proposed $10 vehicle registration fee for local streets and roads, safe routes to schools, and accessible pedestrian facilities. She also requested input on potential ballot language, public outreach, and specific provisions of the draft measure.

The Committee suggested changes to the ballot language; identified Mark Dettle, Maria Rodriguez, and John Presleigh as members of a new workgroup to assist in developing public education materials; discussed possible titles for the measure, and provided updates on designating the RTC as the Congestion Management Agency.

10. Status of Roadway Network Updates to the Regional Travel Demand Model Web Portal

Bhupendra Patel reported that Association of Monterey Bay Area Governments (AMBAG) staff requested members review updated information in the web portal, focusing on highways and major roads. He reported that bicycle facility data has been inputted, and requested confirmation on speed limit and lane number information. He said that agencies could submit traffic volume information to AMBAG staff, who can input the numbers. He asked agencies to review the maps for any corrections, emphasizing the importance of having accurate base information. He encouraged agencies to utilize
the web portal as a mapping tool.

The meeting adjorned at 3:10 p.m. The next ITAC meeting is scheduled for **September 20, 2012** at **1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

*Minutes prepared by: Rachel Moriconi*
1. Call to Order at 1:36 pm

2. Introductions

Members Present:  
Kirk Ance, CTSA Lift Line  
Lisa Berkowitz, CTSA (Community Bridges)  
Debbi Brooks, Persons of Limited Means (Volunteer Cntr)  
John Daugherty, Metro  
Donella Bloebaum, Transit User  
Veronica Elsea, 3rd District  
Sally French, Soc. Serv. Prov.-Disabled (Hope Services)  
Clay Kempf, Social Services Provider  
Patti Shevlin, 1st District  

Excused Absences: (none)

Others Present:  
Tove Beatty, SCMTD  
Deborah Lane  
RTC Staff Present:  
Ginger Dykaar  
Karena Pushnik  

Alternates Present:  
April Warnock, Metro ParaCruz

3. Oral Communications

Veronica Elsea voiced concern regarding county voter redistricting, availability of polling places close to voters’ residences and its effect on voters getting to their polling place. She said the Elections Commission helps special needs individuals with transportation to and from polling places, but doesn’t want to compromise the right to a secret ballot. Ms. Elsea will contact the Elections Commission to obtain contact information for district legislators to discuss a resolution.

Kirk Ance mentioned that voters with special needs should contact the Elections Commission and they will send Lift Line out for door-to-door service on election days. Mr. Ance said Lift Line requirements are not necessary ahead of time to obtain service to the polls.

Tove Beatty supplied a handout of the Draft Additional Bus Stop Repairs. Ms. Beatty said left over funding in the project budget is available to provide additional repairs and Metro’s goal is to complete all repairs by December 31, 2012. E&D TAC input was requested to be included in the August 10 Board report.

Projects include:
- lighting installation
- new bus stop shelters, including 2 glass specialty shelters
- a large repair in Watsonville at the Towers
- 20 additional Simi-seats
Ms. Beatty mentioned repairs at 41st and Clares Streets cannot begin until the new Target Store is completed, repairs at Jose Avenue and Capitola Road are contingent upon adjacent development plans, and repairs needed at Pasatiempo are the responsibility of Caltrans stating Caltrans installed a rolled curb making that stop inaccessible for persons with disabilities.

Clay Kempf recommended E&D TAC write a letter to Caltrans to address the Pasatiempo bus stop repair.

Action: The motion (Elsea/Kempf) - - to add an urgency item to the agenda (based on the need to take immediate action and the item coming to the attention of the committee subsequent to the agenda being posted) to address the bus stop repair at Pasatiempo - - carries unanimously.

Action: The motion (Kemp/Elsea) - - to write a letter to Caltrans requesting they make the Pasatiempo/Highway 17 bus stop ADA accessible and safe noting in the letter that Caltrans rolled the curbs making the bus stop inaccessible and “cc” the Commission - - carries unanimously.

John Daugherty made announcements on the following items:
- New Metro Headways published June 2012
- Metro is introducing Cruz Cash and Cruz Pass cards (prepaid and reloadable fare cards)
- Metro participated in the 4th of July parade in Watsonville
- Happy Birthday to ADA

4. Additions or deletions to consent and regular agenda

None. Add on pages for items on the agenda were distributed.

CONSENT AGENDA

Action: The motion (Kemp/Elsea) - - to approve the consent agenda items with Item #5, April 2012 minutes amended to correct Item 20 stating that Metro had implemented Smart Cards to Metro will be implementing Smart Cards - - carries with Lisa Berkowitz abstaining.

5. Approved Minutes from April 10, 2012 meeting

6. Received Transportation Development Act (TDA) Revenues Report as of June 2012

7. Received RTC Highlights through June 2012

8. Information Items
   a. Licensing Caregivers for the Elderly (County Supervisor Report 3/12)

9. Received Agency Updates
   a. Volunteer Center
      - 3rd Quarter FY 2011-12 Transportation Development Act Report
   b. Community Bridges serving as the Consolidated Transportation Services Agency
   c. Santa Cruz Metropolitan Transit District (Metro)
      - ParaCruz Operations Status Report: through June 2012
   d. Santa Cruz County Regional Transportation Commission
      Karena Pushnik announced the demolition schedule for the La Fonda Bridge as part of the Highway 1 Soquel/Morrissey Auxiliary Lanes Project. She said reconstruction of the bridge will take 6 to 8 months, and the RTC is working with schools, residents, businesses, and emergency services to inform them when the highway will be closed for demolition and about detour routes. She strongly suggested that members try to avoid the Morrissey area during construction, allow extra travel time, and exercise caution in school zones.
   e. Private Operators
REGULAR AGENDA

10. Consider Vehicle Registration Fee Measure

Karena Pushnik provided an overview of the Local Transportation Funding Ballot Measure, saying that the Commission will decide whether to place a $10 Vehicle Registration Fee on the November Ballot to help meet the community’s transportation needs at their meeting on August 2. Ms. Pushnik requested endorsement and input of the E&D TAC to place the measure on the ballot.

Included in the discussion were the following:
- The amount for a well-funded campaign is $300,000
- Public entities cannot help fund the campaign for the tax measure
- All local jurisdictions contacted and in support of the tax measure
- Possibility of dropping the amount from $10 to $9.95 for more support from tax payers
- Each jurisdiction’s board would determine their priority local projects
- Suggested that there be request for support from San Lorenzo Valley Women’s Club
- Funding roads could help free up local jurisdiction funds for other projects desperately needed, i.e. audible pedestrian signals (staff noted that the new funds would not supplant existing funds for this purpose)
- Too many tax measures on the November ballot could discourage and overwhelm voters
- Seen as tax payers taking control of their own money for local road repairs

Action: Motion (Kempf/Daugherty) - - for the E&D TAC to strongly endorse placing a $10 Vehicle Registration Fee (VRF) or other local funding measure for local streets, safe routes to school and accessible pedestrian amenities - - carries unanimously.

11. Unmet Needs and Project List development for 2014 Regional Transportation Plan

Karena Pushnik gave an overview of the Regional Transportation Plan (RTP), reminding members that plans, goals, targets and policies were discussed at their last meeting. The RTC is soliciting project nominations, and will follow with financial and project selection. Ms. Pushnik supplied a handout showing the present status of the RTP saying final adoption of the plan is scheduled in 2014. Attendees also received a revised copy of Draft Goals, Targets and Policies, Transportation Plan Strategies, and Unmet Needs with the goal to identify first tier priorities projects.

Ginger Dykaar, RTC Transportation Planner, mentioned that the new process for achieving the Regional Transportation Plan (RTP), presented at a previous meeting by Grace Blakeslee, focuses on maximizing sustainable outcomes for people, the planet and the economy. Ms. Dykaar said the RTC is using goals and targets to monitor performance.

Members discussed changing the definition on the Unmet Needs list, Item 3, to low income persons including seniors, disabled, children, and their families.

Other discussion on the Unmet Needs List included:
- Presenting the list to Metro Advisory Committee (MAC) for its review
- Changing the priority level on Items 3,4,5,10,11, and 12 to H1
- Mitigating temporary transportation circumstances
- Target services that enable the most at-risk people to live independently

Karena Pushnik discussed Attachment 4, Regional Transportation Plan: Projects and asked members for comments or recommendations for amendments, new priorities, or missing projects. Ginger Dykaar said that project idea forms are available.

Other discussion included:
- The implementation of roundabouts and how members view their efficiency
- If the Arana Gulch bicycle path should remain on the list
- Bicycle routes in San Lorenzo Valley
- Audible pedestrian signs
Kirk Ance mentioned beginning January 1, 2013 Lift Line will implement Specialized Transportation Service for Medically Frail, a non-emergency, same-day service that Lift Line received funding for 1 year. This service noted on Item 17, will remain on the list as there is no guarantee that funding will continue after 2013.

12. Committee Member Appointment Recommendations

John described E&D TAC membership to ensure there is a quorum at meetings to conduct the committee’s business. The following members whose positions expired submitted updated applications to continue service on the committee:

- Lisa Berkowitz
- Bonnie McDonald
- Debbi Brooks
- Veronica Elsea
- Hal Anjo
- Clay Kempf
- John Daugherty

Sally French agreed to renew her position, Donella Bloebaum will not renew her position, and vacancies remain for 3rd District Alternate, 2nd and 4th District positions, Private Operator, and Seniors Commission position. Sharon Barbour agreed to the 5th District Alternate position.

Action: Motion (Barbour/Kempf) - - the recommendation to approve and forward to the Regional Transportation Commission all applications submitted for E&D TAC membership - - carries unanimously.

13. E&D TAC Annual Report

Karena Pushnik gave overview of the Draft 2011 Committee Report for E&D TAC. Ms. Pushnik said the report will be submitted to the Commission at its meeting on September 6 and asked for amendments or changes to the report. John Daugherty asked to change the information under “Internal Committee Issues” to state that one meeting was held in Live Oak in 2011. Sharon Barbour recommended that information about the E&D TAC be included in the next update for The Guide to Specialized Transportation.

Action: The motion (Barbour/Berkowitz) - - to recommend and forward to the Regional Transportation Commission the Draft 2011 Committee Report as amended - - carries unanimously.

Action: The motion (Elsea/Barbour) - - to extend E&D TAC meeting to 3:45pm - - carries unanimously

14. Receive Pedestrian Safety Work Group Outreach Campaign Update

Veronica Elsea gave an overview of the Brown Act requirements for the Pedestrian Safety Work Group as a formal committee.

Action: Motion (Berkowitz/Ance) - - to establish the Pedestrian Safety Work Group Committee as an official committee of the E&D TAC - - carries unanimously.

Veronica Elsea mentioned the FAQ’s portion of the Pedestrian Safety Work Group saying the goal is to include the FAQ’s on the RTC website under Pedestrian Safety Work Group tab for Sidewalk Maintenance. Ms. Elsea told members the committee sent the FAQ’s to local jurisdictions and the City of Watsonville provided its official comment. She asked for input from E&D TAC members on the FAQ’s.

Lisa Berkowitz said she liked the format and could see it on Community TV (CTV) as a walk-around Santa Cruz with Doree Steinmann, and included in senior related CTV programming.
Ms. Elsea discussed the progress on the outreach campaign. A presentation was given at the Highland Park Senior Dining Center on July 20 with assistance of David Pape, RTC Intern. Mr. Pape is currently working on a survey on impediments to seniors using public transportation.

John Daugherty suggested the Pedestrian Safety Work Group Committee present to the Seniors Commission, Commission on Disabilities, and Metro Advisory Committee (MAC).

Debbi Brooks recommended the Pedestrian Safety Work Group Committee link to the Volunteer Center website and include information about the next Pedestrian Safety Work Group Committee meeting.

Karea Pushnik mentioned the Pedestrian Hazard Report, the types of hazards reported and that the key to the success of the Hazard Report will be continued outreach.

Veronica Elsea mentioned that real estate companies continue to place signs on sidewalks on the weekends and are an obstacle to pedestrians. Karea Pushnik mentioned that the City of Capitola has passed a one year ordinance allowing signs.

Members agreed that the following committees and Commissions be invited to participate in the Pedestrian Safety Work Group and send the E&D TAC annual report to:

- Seniors Commission
- In Home Supportive Services
- Commission on Disabilities
- Area Agency on Aging
- MAC

Additionally members discussed that focus groups in particular neighborhoods could result in new members.

April Warnock mentioned that Norm Hagen, Metro Advisory Committee (MAC) member, indicated he would like to attend the next Pedestrian Safety Work Group meeting. Ms. Warnock suggested a presentation from the Pedestrian Safety Work Group to the RTC Bicycle Committee.

Karea Pushnik said the Pedestrian Safety Work Group is considering submittal of an application to become a Walk Friendly Community; a national recognition program developed to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments.

Veronica Elsea announced the date and time of the next meeting of the Pedestrian Safety Work Group to be held in the RTC conference room.

15. Adjourn at 3:51 pm.

Next meeting: **October 9, 2012 at 1:30 pm @ RTC offices**
1. Call to Order at 6:35pm

2. Introductions

**Members Present:**
Kem Akol, District 1  
David Casterson, District 2, Chair  
Bill Fiebeuring, City of Santa Cruz  
Rick Hyman, District 5  
Leo Jed, CTSC (Alt.)  
Will Menchine, District 3 (Alt.)  
Lex Rau, Scotts Valley  
Andy Ward, City of Capitola  
Nick Mucha, Ecology Action/Bike-to-Work  
Eric Horton, District 2 (Alt.)  
Jim Langley, CTSC  
Daniel Kostelec, City of Capitola (Alt.)

**Staff:**
Cory Caletti, Senior Transportation Planner  
Kim Shultz, Senior Transportation Planner  
Ginger Dykaar, Transportation Planner

**Unexcused Absences:**
None

**Excused Absences:**
Carlos Garza, City of Santa Cruz (Alt.)  
Peter Scott, District 3  
Holly Tyler, District 1 (Alt.)  
Gary Milburn, City of Scotts Valley (Alt.)

**Vacancies:**
District 4 – Voting and Alternate  
District 5 – Alternate  
City of Watsonville – Voting and Alternate

**Guests:**
Amelia Cohen, People Power  
Theresia Rogerson and Sarah Harmon, Health Services Agency  
Saskia Lucas, Santa Cruz Open Streets  
Bob Geyer and Maria Rodriguez, City of Watsonville  
Myrna Sherman, Watsonville resident  
Aaron Freitas, member of the public

1. Announcements – Announcements – RTC Highway 1 Projects Manager, Kim Shultz, announced a number of bicycle and pedestrian related improvements completed or in progress as a result of the Highway 1 Soquel/Morrissey Auxiliary Lane Project. Improvements include reconstructing multi-use path between Park Way and La Fonda Ave; stenciling of Shared Lane Pavement Markings in multiple locations throughout the project area; shuttle services to students accessing Harbor High and DeLaveaga Elementary Schools; incentive programs for students that participate in carpool, walking and bike pool activities or ride city buses. Some of the improvements were
requested by the Bicycle Committee after on-site evaluation and coordination with RTC and City of Santa Cruz staff.

2. Oral Communications – Saskia Lucas, Founder and Director of Santa Cruz Open Streets, announced the new event, to be held on October 7th from 9am to 1pm on West Cliff Drive. A temporary street closure will allow participants to enjoy a car free environment for bicycling, walking, dance and yoga classes, educational booths, and other active play. Ms. Lucas indicated the desire to bring this type of event to other parts of the County.

3. Additions or deletions to consent and regular agendas – Cory Caletti, RTC staff, requested that an urgency item be added to consider a Bike Secure request from Watsonville High School for bicycle parking racks. She indicated that the application was received after the packet was sent out and the application consideration is needed prior to the Committee’s next meeting due to the school year’s impending start. A motion to add the item (Akol/Jed) passed unanimously. The item was added as #14b.

CONSENT AGENDA

A motion (Fieberling/Menchine) to approve the consent agenda as amended passed unanimously.

4. Approved draft minutes of the May 15, 2012 Bicycle Committee
5. Accepted Bicycle Committee Roster
6. Approve Bikes Secure parking subsidy applications from Resource Center for Nonviolence, Ristorante Avanti, Habitat for Humanity and Harbor High
7. Accept Summary of Bicycle Hazard Reports
8. Accept State and Federal Legislative Updates staff report presented at the August 2nd RTC meeting

REGULAR AGENDA

9. South County Bicycle and Pedestrian Work Group Final Report – The Committee received a presentation from Sarah Harmon and Theresia Rogerson, County Health Services Agency staff, regarding activities of the Community Traffic Safety Coalition’s South County Bicycle and Pedestrian Work Group over the last two years. The RTC provided funding for the two year program aimed at providing enhanced bicycle/pedestrian safety education and promotion in the South County area. They also asked for volunteers for an upcoming county-wide pedestrian safety observations. A presentation of the completed bicycle safety observation study will be presented at an upcoming Bicycle Committee meeting.

10. Maria Rodriguez and Bob Geyer, of the City of Watsonville Public Works, presented the Draft City of Watsonville Trails and Bicycle Master Plan. The Committee were provided with descriptions and a mapped visual tour of the proposed trails as well as on-street bicycle facilities. Members discussed the need to prioritize facilities that provide connectivity and enhance bicycling for utilitarian purposes. Members also requested that the project descriptions be better defined in the project matrix so that proposed improvements are apparent and easily understood.

11. Project List Development for the 2014 Regional Transportation Plan – The Committee received a presentation from Ginger Dykaar, RTC Transportation Planner, regarding
preparation of the project list for the upcoming RTP update. She indicated that the RTC is mandated by the state to develop this document, identify projects and funding sources to meet the long range (25-year) transportation needs of the County. Ms. Dykaar referenced the 2010 RTP project list (included in the staff report) for projects already identified and distributed a “Project Ideas Form” for members to identify additional bicycle network needs, gap closers, and connectivity improvements. She asked that input be provided no later than the end of August.

12. Monterey Bay Sanctuary Scenic Trail Network project and time line update – Cory Caletti, MBSST Project Manager, provided a project status report and summarized upcoming opportunities for public input. Ms. Caletti indicated that a draft master plan is nearing finalization and is scheduled for release in late October. The draft master plan will identify the primary trail corridor alignment, connectivity to coastal access points and other activity centers, prioritization criteria, estimated costs, design standards, implementation mechanisms and ongoing maintenance. The plan will consider trail interface with rail and agricultural operations, and passage through constrained urbanized areas, among other issues. A public workshop series will be held late November to receive input regarding proposals presented in the draft master plan. Prior to that, a series of public scoping meetings will be held on Sept 5th and 6th to receive input into what additional environmental issues should be considered in development of the Draft Environmental Impact Report. She referenced the Notice of Preparation and Initial Study that will be released identifying environmental considerations to be analyzed further. An ad-hoc committee was formed to participate in careful review of the draft master plan and present highlights or recommendations to the Committee. Members include Will Menchine, Bill Fieberling and Daniel Kostelec.

14b. A Bikes Secure application from Watsonville High School for 8 surface mounted bicycle parking racks was considered. A motion to approve the application (Akol/Hyman) passed unanimously.

13. Member updates related to Committee functions: Rick Hyman suggested that members engage in the public process around the current proposal to turn Pacific Avenue into a two-way street as it includes removal of bike lanes on feeder streets. David Casterson showed pictures of the rehabilitated Soquel Drive which includes inside and outside bike lane striping by Cabrillo College, as requested by the Bicycle Committee. An Ad-Hoc Committee, composed of David Casterson and Andy Ward, was formed to expand and improve bike camping access for bicycle touring vacationers. Updates regarding a number of other construction project were provided.

14. Meeting Adjourned at 9:10pm.

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, October 15th from 6:30pm to 9pm at the special meeting time of at 6:30 pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner
AGENDA: September 6, 2012

TO: Santa Cruz County Regional Transportation Commission

FROM: Karena Pushnik, Senior Transportation Planner

RE: Elderly & Disabled Transportation Advisory Committee’s 2011 Committee Report

RECOMMENDATIONS

The Elderly & Disabled Transportation Advisory Committee and staff recommend that the Commission accept the Committee Report (Attachment 1) for the Elderly & Disabled Transportation Advisory Committee.

BACKGROUND

The Elderly and Disabled Transportation Advisory Committee (E&D TAC) regularly prepares a Committee Report outlining the Committee’s accomplishments, as well as current and anticipated unmet transportation needs.

DISCUSSION

The E/D TAC has a host of responsibilities, which consist of monitoring specialized transportation needs in Santa Cruz County, providing input and advocacy for specialized transportation projects, funding oversight, developing the preliminary list of unmet needs, and internal committee functions such as maintaining membership and alternate positions and chair/vice chair elections. Some of the highlights of the Committee’s actions include the following:

- Updated and prioritized the Unmet Needs list to provide guidance for funding specialized transportation projects and programs
- Provided outreach about pedestrian safety and maintenance by the Pedestrian Safety Work Group subcommittee, including co-hosting a Ped Safety Workshop in Watsonville
- Supported the Arana Gulch Master Plan multi-use trail network
- Advocated for priority bus stop improvements that serve seniors and people with disabilities
- Reviewed and recommended approval of Transportation Development Act claims for the Santa Cruz Metropolitan Transit District, Community Bridges/Lift Line and the Volunteer Center
- Helped test a proposed new wheelchair restraint system for buses, including maneuverability for non-wheelchair users.
- Reviewed and recommended approval for local jurisdiction Transportation Development Act claims
• Reviewed and scored local Section 5310 grant applications for new vehicles and related equipment to provide transportation service to seniors and people with disabilities
• Reviewed and provided recommendations for projects to receive 2012 State Transportation Improvement Program funds
• Provided state and federal legislative agenda feedback
• Provided input into the Monterey Bay Public Participation Plan
• Helped redesign the interactive Hazard Report on the RTC’s website

The E&D TAC and staff recommend that RTC receive the Committee Report from its Elderly & Disabled Transportation Advisory Committee.

SUMMARY

As a way to provide a snapshot to the RTC of the activities and accomplishments of its advisory committees, Committee Reports are prepared. Attached is the Elderly and Disabled Transportation Advisory Committee’s report highlighting the recent committee’s actions.

Attachments:
  1: Elderly & Disabled Transportation Advisory Committee Report

I:\E&DTAC\ANNREPOR\2011\2011AnnRep-RTC-Sep12.doc
The Santa Cruz County Elderly & Disabled Transportation Advisory Committee

Draft Committee Report

To be presented to the Santa Cruz County Regional Transportation Commission August 2012

Committee Members (Alternates):
Kirk Ance  Consolidated Transportation Services Agency – Lift Line
Hal Anjo  Social Service Provider – Seniors (County)
Sharon Barbour  Fifth Supervisory District
Lisa Berkowitz (Bonnie McDonald)  Consolidated Transportation Services Agency – Community Bridges
Donella Bloebaum  Potential Transit User – 60+
Debbi Brooks (Lois Connell)  Social Service Provider – Persons of Limited Means
John Daugherty (April Warnock)  Santa Cruz METRO
Veronica Elsea (Thom Onan)  Third Supervisory District
Sally French (Sheryl Hagemann)  Social Service Provider – Disabled
Clay Kempf (Patty Talbot)  Social Service Provider – Seniors
Michael Molesky  Social Service Provider – Disabled (County)
Patti Lou Shevlin (Michael Lewis)  First Supervisory District
A Review of the Work and Accomplishments of the Elderly and Disabled Transportation Advisory Committee

Contents

(1) Transportation-Related Projects .................................................. 4

(2) Funding Oversight ........................................................................ 4

(3) Monitoring Specialized Transportation Needs in Santa Cruz County ................................................................. 5

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(5) Planning Processes ....................................................................... 8

(6) Internal Committee Issues ............................................................. 8
The Elderly & Disabled Transportation Advisory Committee’s Regional Role

The Santa Cruz County Regional Transportation Commission’s Elderly & Disabled Transportation Advisory Committee -- also serving as the state-designated Social Services Transportation Advisory Council -- is a group of members of the public, transportation providers, and social service agency representatives who meet every two months to determine planning, funding, and policy for specialized transportation to serve Santa Cruz County’s seniors and people with physical, mental and/or economic disabilities.

One of the essential functions of this advisory committee is to provide broad and significant insight to the Regional Transportation Commission, as well as other transportation service providers such as the Santa Cruz Metropolitan Transit District and Community Bridges, on countywide transportation issues and policies that are likely to affect the growing population of older and disabled residents of Santa Cruz County. Members of this committee have direct and personal experience with quality-of-life concerns related to maintaining full and independent lives through access to mobility assistance. As this population group continues to grow, planning activities for specialized transportation services throughout the region will become even more important.

Geographical information for each project or action is noted as follows: A – All the county, S–Santa Cruz, V–Scotts Valley, C–Capitola, W–Watsonville, I–unincorporated county areas.
(1) Transportation-Related Projects

The Elderly & Disabled Transportation Advisory Committee determined their top priority projects from the unmet needs list (A):
- Maintaining core fixed-route transit and paratransit service areas as a way to serve the greatest number of people for the lowest cost and environmental impact
- Prioritizing sidewalks/pedestrian improvements that provide universal access between transit stops and activity centers
- Filling missing pedestrian links to high traffic residential and activity areas
- Sidewalk maintenance and pedestrian safety

The Pedestrian Safety Work Group, a subcommittee of the E&D TAC, conducted extensive outreach activities regarding the value of a good sidewalk network, attributes of good sidewalks, maintenance responsibilities, and how to report problem sidewalk conditions. (A)

The Committee continued to support the multi-purpose trails in the Arana Gulch Master Plan, expressing enthusiasm to have access to the county’s greenbelts for wheelchairs and other mobility devices. Support for the program was communicated to the California Coastal Commission. (S, I)

The E&D TAC worked closely with the Metropolitan Transit District on implementation of their Bus Stop Improvement Plan. Priorities were requested for locations heavily used by seniors and people with disabilities. (A)

The Committee was requested to provide input to the Metropolitan Transit District on a wheelchair restraint system under consideration.

(2) Funding Oversight

Members approved Transportation Development Act claims and updates for the Volunteer Center, Community Bridges and the Transit District. The claims were analyzed in detail, including targeted ride category goals, the degree to which unmet needs were addressed, and overall administration costs for the agency. (A)

The E&D TAC supported the City of Watsonville’s Transportation Development Act (TDA) funding request to construct 52 new curb cuts throughout the city. (W)
The Committee Reviewed and scored two local Section 5310 grant applications, both from Community Bridges for two new large and six new medium buses, 21 two-way radios, 6 new computers and a new network and Trapeze Mapping System. (A)

Members provided recommendations on the 2012 State Transportation Improvement Program and Regional Surface Transportation Program projects to the RTC. (A)

(3) Monitoring Policies Related to Specialized Transportation in Santa Cruz County

Meeting the specialized transportation needs of diverse populations in a mixed rural and urban county can be extremely challenging, and the Elderly & Disabled Transportation Advisory Committee is actively engaged in monitoring existing services, from public and non-profit to private, for-profit services. Committee members share much expertise over this broad spectrum of services.

Among the specialized transportation service providers in Santa Cruz County are: the Americans With Disabilities Act -Mandated Paratransit program, ParaCruz, operated by Metro; the countywide Lift Line transportation by Community Bridges, the designated Consolidated Transportation Services Agency; various private operators, including taxi companies and for-profit medical transport service; a collection of informal and volunteer efforts to provide vital and personal transportation services to individuals whose mobility needs would otherwise be unmet.

The E&D TAC reviewed the RTC’s federal and state legislative reports and made recommendations regarding issues affecting specialized transportation for seniors and people with disabilities. (A)

(4) Regional Issues & Concerns

The Committee provided input on the Monterey Bay Public Participation Plan which includes outreach strategies for all transportation agencies in the Monterey Bay Area. (A)

Members received a report about accessibility considerations for future recreational rail services. (A)
The Transit District solicited the committee’s input on their service cut updates. Committee members expressed support of the district’s efforts to minimize impacts to paratransit. (A)

The E&D TAC provided input to the Regional Transportation Commission on their new website design, as well as the new interactive Pedestrian/Bicycle Hazard Report. (A)

(5) Planning Processes

The E&D TAC subcommittee Pedestrian Safety Work Group co-hosted a Pedestrian Safety Workshop with local groups and California Walks, and Safe Trek. The workshop was held in Watsonville, conducted in English with Spanish translation available. (W)

The Committee was invited to participate in sustainability and Monterey Bay Sanctuary Scenic Trail workshops, hosted by the RTC. (A)

(6) Internal Committee Issues

Members re-elected John Daugherty as Chairman and elected a new Vice-Chair, Veronica Elsea (Third Supervisory District). Ms. Elsea also serves as the Chair of the E&D TAC’s Pedestrian Safety Work Group. Officers are elected annually.

One meeting held in mid-county/Aptos in April at an accessible facility on a bus line.

Katherine Patterson Valdez was appreciated for her years of service on the E&D TAC representing the Consolidated Transportation Services Agency
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TO: Regional Transportation Commission
FROM: George Dondero, Executive Director
RE: Central Coast Coalition – Memorandum of Understanding

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):
1. Authorize the Executive Director and the Chair to sign the amended Central Coast Coalition MOU and
2. Attend the California Transportation Commission (CTC) Town Hall meeting and reception to be held in Santa Cruz on October 9-10, 2012.

BACKGROUND

The Executive Directors and senior staff of the transportation agencies on the Central Coast, including the Regional Transportation Planning Agencies for the five counties in Caltrans District 5, the Association of Monterey Bay Area Governments (AMBAG), and Caltrans District 5 have been meeting on a regular basis to strengthen our presence at the California Transportation Commission (CTC), to increase support for funding projects in the Central Coast region, and to coordinate on a variety of issues of mutual interest. While some of the focus of the group is specifically on the Highway 101 corridor, which traverses or directly impacts four counties, the group is also focused on the significant commonalities shared by all five counties, including:

- Heavy volumes of truck and tourist traffic
- Existing and/or developing passenger rail programs
- Significant economic outputs, especially agricultural, which are not always recognized
- Need for a stronger presence before the CTC and Caltrans
- Opportunities
- Potential work on a “Green Highway” corridor – to provide electric vehicle charging stations at strategic locations, to encourage travel via all-electric vehicles up and down the coast. (both TAMC and RTC are already working with local groups and have sponsored a few successful grants).

DISCUSSION

In the past year, this Central Coast Coalition has worked closely on several key activities, including raising awareness of Central Coast transportation projects and proposals, by hosting a California Transportation Commission (CTC) Town Hall meeting in Santa Barbara in October 2011; working together to identify key issues for the new federal transportation act (MAP-21) and to communicate those issues
to federal legislators; and advocacy on issues for small and mid-sized communities with the California Transportation Commission, including advocating that the California Transportation Commission’s Statewide Needs Assessment not disproportionately focus on mega-regions at the detriment of smaller counties.

Given the large number of common key issues affecting transportation on the Central Coast, staff recommends that the RTC authorize the Executive Director and the Chair to sign the Central Coast Coalition MOU, which has been amended to add funding for a Sacramento assistant to the scope of the MOU. The RTC’s share of the cost would be $1,490 per year. The Sacramento based legislative assistant will represent the collective position of the agencies with Caltrans, the California Transportation Commission, the State Legislature, the Governor’s Office, and other appropriate groups to advance the collective agenda of Coalition. Notably, in a cost saving effort, the RTC is no longer contracting with JEA and Associates for Sacramento assistance. The Coalition’s assistant will help keep the RTC informed of legislation that could impact transportation projects and planning in Santa Cruz County.

The Coalition is hosting another “Town Hall” meeting for CTC Commissioners and staff in Santa Cruz October 9-10. The Town Hall provides an opportunity to meet with some (not all) Commissioners in a local setting, outside of a regular CTC meeting. The concept is to provide the CTC with information about local transportation needs and projects that would not get a chance to be aired at a regular CTC meeting. A presentation for all five counties will be made the morning of October 10th. A reception with some CTC Commissioners and staff will occur the evening of October 9. This is a chance for the RTC to build some personal connections with the CTC Commissioners. Staff encourages RTC board members to plan to attend the October 9-10 reception and Town Hall meeting.

SUMMARY

The RTC is a member of the Central Coast Coalition, which is focused on advancing transportation projects that benefit the Central Coast region. The Coalition has found that having an assistant in Sacramento represent the collective position of the agencies with Caltrans, the California Transportation Commission, the State Legislature and others would be beneficial. Staff recommends that the RTC authorize the Executive Director and the Chair to sign the amended Central Coast Coalition MOU which adds funds for this additional work. The Coalition will be hosting a town hall meeting for the California Transportation Commission (CTC) in Santa Cruz in October.

Attachments:

1. Amended Central Coast Coalition MOU

S:\RTC\TC2011\1011\Central Coast Coalition\SR-Central Coast Coalition.docx
MEMORANDUM OF UNDERSTANDING
AS AMENDED SEPTEMBER 2012

BETWEEN

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS, ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS, COUNCIL OF SAN BENITO COUNTY GOVERNMENTS, TRANSPORTATION AGENCY FOR MONTEREY COUNTY, SAN LUIS OBISPO COUNCIL OF GOVERNMENTS, AND SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

TO FORM A PARTNERSHIP TO ENSURE THE VITALITY OF THE U.S. 101 CORRIDOR ALONG THE CENTRAL COAST

This Memorandum of Understanding (MOU) is entered into by and between the Santa Barbara County Association of Governments (SBCAG), Association of Monterey Bay Area Governments (AMBAG), Council of San Benito County Governments (San Benito COG), Transportation Agency for Monterey County (TAMC), San Luis Obispo Council of Governments (SLOCOG), and Santa Cruz County Regional Transportation Commission (SCCRTC), collectively referred to herein as AGENCIES.

I. RECITALS

(1) The AGENCIES were established pursuant to California Government Code Section 6500.

(2) The AGENCIES wish to build a partnership to raise awareness of the US 101 corridor as a major economic asset to the state and nation, encourage investment in the corridor, and otherwise facilitate the improvement of the U.S. 101 corridor for approximately 269 miles from the Santa Barbara/Ventura County line to the San Benito/Santa Clara County line.

(3) U.S. 101 functions as a critical north/south corridor connecting the Central Coast and the greater Los Angeles Metropolitan Area to the south, the greater San Jose / San Francisco Metropolitan Area to the north, and the Central Valley to the east, serving as: a critical goods movement corridor; the primary alternative north/south highway when Interstate 5 is periodically closed due to storms and accidents; and an emergency escape route upon any natural or manmade accident or disaster occurring along the coast including wildfire, earthquake, tsunami, or critical incident at Diablo Nuclear Power Plant.

(4) U.S. 101 is a part of the National Highway system, is on the State Interregional Road System (IRRS), and is designated a High Emphasis Focus Route in the Caltrans Interregional Transportation Strategic Plan.

(5) The U. S. Department of Transportation in cooperation with the U. S. Department of Defense has also deemed the Route essential for the national defense designating it a Strategic Highway Network Corridor (SHNC).

II. ROLES AND RESPONSIBILITIES

Under this MOU, the AGENCIES agree to work together to:

(1) Raise the awareness of the importance of the corridor as a critical north south highway, supporting the foundation of the regional economy which is also vital at statewide and national levels.

(2) Cooperate in developing and distributing information about the corridor including but not limited to improvement needs, funding options and strategies, economic impacts and benefits.

(3) Seek funding for improvements within the corridor.

(4) Coordinate with Caltrans District 5 to develop projects.

(5) Seek support from other public and private partners to raise awareness about the importance of the corridor and encourage investments in corridor improvements.
(6) Highlight the importance of the US 101 corridor on the central coast with the California Transportation Commission and state legislative and congressional representatives.

(7) Seek appropriate state and federal designations that promote the statewide and national significance of the corridor for long-term economic vitality and seek additional state and federal funding for its improvement.

III. FINANCIAL RESPONSIBILITIES

1) The AGENCIES shall pay annual dues to provide revenues to fulfill the roles and responsibilities of AGENCIES described in Section II. The dues schedule of AGENCIES is included on Attachment “A”.

2) Dues shall be used for purposes consistent with the mission of the Coalition including legislative advocacy.

3) SBCAG shall serve as the custodian of dues paid by AGENCIES and shall deposit dues in a separate fund.

4) Dues are payable on July 1 of each fiscal year beginning July 2012.

5) SBCAG shall amend its legislative advocacy contract to include representing the collective position of the AGENCIES with Caltrans, the California Transportation Commission, the State Legislature, the Governor’s Office, and other appropriate groups to advance the collective agenda of AGENCIES.

6) SBCAG will be the single point of contact for the legislative advocate, provide direction to the legislative advocate regarding AGENCIES’ collective policy positions, and pay invoices of the legislative advocate.

IV. EFFECTIVITY AND AMENDMENT

1) This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the goals of the partnership have been achieved or until one of the parties notifies the others that it wishes to withdraw from the partnership.

2) This MOU can be modified or amended by mutual written consent of both parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between the parties not withstanding this MOU.

3) Any party to this MOU may terminate its participation by giving 30 days written notification to the other parties.
Council of San Benito
County Governments

Doug Emerson
Chair
Date:_________

Lisa Rheinheimer
Executive Director
Date:_________

Approved as to Legal Form
San Benito County Counsel’s Office

________________________________
Shirley L. Murphy
Deputy County Counsel
Date: ___________________________

Approved as to Legal Form
San Benito County Counsel’s Office

________________________________
Shirley L. Murphy
Deputy County Counsel
Date: ___________________________

CALTRANS ACKNOWLEDGEMENT:
Although not a party to this MOU, Caltrans acknowledges the intent of the parties to work together and with Caltrans to facilitate funding to improve the U.S. 101 Corridor as herein described in this MOU.

_______________________________
Tim Gubbins
District Director, Caltrans District 5
Date: __________
ATTACHMENT A
ANNUAL DUES SCHEDULE

AGENCIES will pay annual dues according to the following schedule:

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Commission Offices - 1523 Pacific Ave- Santa Cruz, CA
Board of Supervisors Chambers/CAO/RDA Conference room-701 Ocean St-5th floor-Santa Cruz, CA
City of Capitola-Council Chambers-420 Capitola Ave-Capitola, CA
City of Santa Cruz-Council Chambers-809 Center St-Santa Cruz, CA
City of Scotts Valley-Council Chamber-1 Civic Center Dr-Scotts Valley, CA
City of Watsonville-Council Chambers-275 Main St Ste 400-Watsonville, CA

Please visit our website for meeting agendas and locations
www.sccrtc.org/meetings/
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<td>08/26/12 Email</td>
<td>I</td>
<td>JL 08/27/12</td>
<td>SCCRTC</td>
<td>JL</td>
<td>Keith</td>
<td>Schuler</td>
<td>Rail Line</td>
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</table>

\(\text{Path: SCCRTV2:Shared\correslogfy1213\[1\200.xlsx\3new1}
Hi. I took the questionnaire at work (county employee so received it online there) and was surprised to note that the questions are so "loaded" in the direction the commission wanted you to answer that you were almost exclusively lead to answer in the affirmative or sound like you are really anti-transportation alternatives.

The things you listed in your article of May 7th that the commission said were the things people wanted, (1.,2.,and 3. were all things they loaded into the questions. I felt that they were totally biased in the questions and it invalidates the questionnaire as a true opinion poll. The questionnaire felt like a set up for their political goals.

I think the commission could have done better by really leaving it open to people to say what they thought was most important. The 14 pages of questions were probably due to the fact that the only way to have your true say was to write it, which I did. (At least one of those 14 pages was mine!)

I did not like the loaded questions needless to say. The commission should not put its bias on the community. It is supposed to be asking for input, not just blind agreement.

Yours truly,
Elizabeth Mandranis
331-5456

------

Hello Elizabeth Mandranis –
I apologize for taking so long to get back to you. Apparently your email got caught in our spam filter.

I appreciate your comments on the RTC’s efforts to involve the public in the discussion about sustainability in the Regional Transportation Plan. It was challenging to craft a survey that distills the conceptual sustainability principals: people, planet and prosperity concepts into something that solicits and quantifies public input about future transportation investments. RTC staff worked with the North American Sustainable Transportation Council based in Portland to develop the goals/targets/policies survey. Every effort was made to create a fair understanding of how we might bridge people’s values and transportation guidelines, using reasonably available data. We did include many opportunities for open-ended questions. An email to individuals that included their email address or signed up for enews will be sent out shortly which details the changes made to the goals/targets/policies in response to both the multiple choice and open-ended survey responses.

On another interesting note, we received other email from people with comments about the survey instrument. Some said it was too auto-oriented, and others said it was too alternatives oriented, some said the targets were too challenging and others said it wasn’t challenging enough. Judging from the broad spectrum of viewpoints, the survey was thought-provoking at a minimum.

Thank you for engaging in this important transportation planning endeavor.

Karena Pushnik
RTC | 831.460.3210
I tried to leave my Dover Drive home this morning and found traffic stalled on Soquel Drive in both directions. There has been some ongoing work near 41st blocking traffic way before Dover, so decided to get to my class in a roundabout way, and turned to the right. However, apparently there is now work being done somewhere in the direction of Dominican Hospital. I only got 2 blocks before traffic stopped. I inched along for a block, but realized I would be too late for class, so I gave up and went home.

This really is absurd! Road construction planning should not allow both directions to be blocked like that! Soquel Drive is bad enough as it is on a regular basis as people use it as a freeway alternative during commute hours and as there are no secondary roads out, it is very easy for me as a resident to get locked in.

Pamela Burnham

From: Karena Pushnik  
Sent: Tuesday, August 07, 2012 3:31 PM  
To: 'pjburnham@aol.com'  
Subject: FW: Soquel Drive Road Conditions

Hello Pamela Burnham –
Your email regarding today’s closure of Soquel Drive was received.

The cause of the closure was not the Regional Transportation Commission’s (RTC) Highway 1/La Fonda demolition project.
The County of Santa Cruz is the lead agency for the project along Soquel Drive that hit a gas main. Here’s a link to the Sentinel article about that project and the gas leak: http://www.santacruzsentinel.com/localnews/ci_21254889/gas-leak-prompts-closure-soquel-avenue-evacuation-vet

For more information about the Highway 1 Soquel/Morrissey Auxiliary Lane Project including the demolition of the La Fonda Bridge, please view the project page on the RTC’s website: http://sccrtc.org/projects/streets-highways/highway-1-aux-lanes/

Thank you.
Hi,

This is Debbie Bulger

I must say I agree with Kevin. Without the survey in front of me, I can't say specifically, but there were several questions where none of the survey choices or reasons for my biking or transit choices reflected why I do something.

Because all the fields did not have comment areas, I could not explain that none of the choices were my reason.

Perhaps you need to redo the questionnaire and resurvey with better worded questions.

Debbie

-------- Original Message --------

Subject:[Santa Cruz Bikes] Re: RTC: Input on Project Selection for RTP - Su opinión sobre la selección de proyectos para RTP
Date:Sat, 11 Aug 2012 11:50:32 -0700
From:Kevin Karplus <karplus@soe.ucsc.edu>
    To:Regional Transportation Commission <info@sccrtc.org>
    CC:santa-cruz-bikes@soe.ucsc.edu

I took the survey, but I object to the adjectives used to describe bike rider types. A person who rides on the sidewalk is not "cautious" but ill-informed (it is *more dangerous* to ride on the sidewalk). A person who rides on the road is not necessarily "strong and fearless" (neither of which applies to me), but may simply be knowledgeable about the actual risks (which are not nearly as large as most people assume).

It is inappropriate for the RTC to be propagating myths about bike riding in the guise of a survey.

Kevin Karplus  karplus@soe.ucsc.edu  http://www.soe.ucsc.edu/~karplus
Professor of Biomolecular Engineering, University of California, Santa Cruz
life member (LAB, Adventure Cycling, American Youth Hostels)
Effective Cycling Instructor #218-ck (lapsed)
Affiliations for identification only.

--
You received this message because you are subscribed to the Google Groups "Bicycle activities and advocacy in Santa Cruz County, CA" group.
To post to this group, send email to santa-cruz-bikes@soe.ucsc.edu.
To unsubscribe from this group, send email to santa-cruz-bikes+unsubscribe@soe.ucsc.edu.
Visit this group at http://groups.google.com/a/soe.ucsc.edu/group/santa-cruz-bikes/?hl=en-US.
Hello Debbie Bulger –

We received your comments about the RTP survey.

The terms used in the survey were derived from a similar survey used by the Portland Bureau of Transportation and are also community sentiments regularly expressed to the RTC. The intent of the survey is to understand what people do now, what they would be willing to try, and the conditions under which they would try them. The idea was to find where there is room for improvement in people’s travel patterns. As always, the challenge is to craft survey questions that are simple and not overly wordy. If it takes too long to read or is overly complex, we’ve found that the completion rate drops dramatically. Similarly, open ended questions generate valuable input, but are difficult to tabulate and require judgment calls to be quantified. That said, we intentionally added the “other” box at the end of most of the questions knowing that there would be a myriad of reasons that could not all be listed.

Thank you for your thoughtful survey suggestions.

Karena Pushnik, Senior Planner/Public Information Coordinator
Santa Cruz County Regional Transportation Commission
Santa Cruz Office (main) 831.460.3210 | Watsonville 831.768.8012
1523 Pacific Avenue | Santa Cruz, CA 95060
Follow our social networks for the latest RTC news
Hi: I took this survey but found it to be biased against the disabled and to those who don’t own a car and always use alternative transportation, such as some youth, elderly, etc. The survey questions make assumptions rather than ask for a full range of possibilities. For example:

3. Besides driving by yourself for trips LESS than 2 miles, -- this implies everyone would make this choice to drive;

5. What stops you from carpooling/vanpooling more often to get to where you want to go? – maybe nothing stops someone; there should be a box to check: I always carpool – or nothing stops me; or maybe someone does not own a car (I know one can carpool with those who have cars, but since they would not be able to reciprocate, they are unlikely to do so)

6. What stops you from taking the bus more often to get to where you want to go ? – maybe nothing stops someone or they are bus-dependent and always take the bus; there should be a box to check: I always take the bus– or nothing stops me

7. What stops you from riding a bicycle more often to get to where you want to go for trips less than 2 miles? -- maybe nothing stops someone; there should be a box to check: I always bike for trips 2 miles or less – or nothing stops me

9. What stops you from walking more often to get to where you want to go for trips less than 2 miles? – maybe nothing stops someone; there should be a box to check: I always walk – or nothing stops me; maybe folks don’t walk because they bus or bike; and what about the disabled who can’t walk.

Only one question in isolation 10. What type of a bicycle rider do you consider yourself? is written in an unbiased manner because it includes the following choice: Not interested in bicycling or not able to do so. However, in the context of the entire survey, this question reinforces an overall bias against full-time cyclists.

I suggest withdrawing and revising this survey. And, in the future, please ensure that when you pre-test questions, you include more segments of the community, thanks,

Rick

Rick Hyman –

We received your comments on the RTP survey.

It’s always a challenge to craft simple questions without wordy qualifiers. If it’s too long to read or overly complex, we’ve found that the completion rate drops dramatically. The intent of the survey is to understand what people do now, what they would be willing to try, and the conditions under which they would try them. The idea was to find where there is room for improvement in people’s travel patterns. In addition, we intentionally added a “other” box at the end of most of the questions knowing that there would be a myriad of reasons that could not all be listed.

We will definitely take you up on your offer to pre-test survey questions in the future.

Thank you for your thoughtful suggestions.
From: Robbin Finnerty [mailto:robbin.net@gmail.com]  
Sent: Monday, August 13, 2012 4:43 PM  
To: info@sccrtc.org  
Subject: A suggestion?  

Since so much more traffic is being funneled through Brookwood and then over the highway or onto the onramp, is it possible to remove the "No Turn On Red" sign at the intersection of Paul Sweet and Soquel? That has always been a bottleneck and is getting even worse with all the rerouted traffic.

Just a thought . . .  
Thanks-Robbin  
831.818.2236

Hello Robbin Finnerty -  
We received your email requesting to remove the “no turn on red” sign at the intersection of Paul Sweet Road and Soquel.

I checked in with the County Department of Public Works and they replied that the limited sight distance, proximity of a wall, and differing grades are reasons why it is prohibited to turn on the red light. I will request that a public works staff check the signal timing and see if the light and/or sensitivity can be adjusted.

Thank you.

Karena Pushnik, Senior Planner/Public Information Coordinator  
Santa Cruz County Regional Transportation Commission  
Santa Cruz Office (main) 831.460.3210 | Watsonville 831.768.8012  
1523 Pacific Avenue | Santa Cruz, CA 95060  

Follow our social networks for the latest RTC news
From: KEITH SCHULER [mailto:keithschuler@sbcglobal.net]
Sent: Thursday, August 23, 2012 6:12 PM
To: Regional Transportation Commission
Subject: Re: RTC: Monterey Bay Sanctuary Scenic Trail Network - September EIR Scoping Meetings

If the rail line stays its a dumb idea. Of the tracks are ripped up and a bike trail pit in its the greatest idea in Santa Cruz history.

Have a nice day! Sent from my iPhone

__________________________________________________________

From: SCCRTC Info [mailto:info@sccrtc.org]
Sent: Monday, August 27, 2012 8:38 AM
To: 'KEITH SCHULER'
Subject: RE: Rail line

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you again.

-------------------------------
Santa Cruz County Regional Transportation Commission
831.460.3200 - Santa Cruz Office (main location)
831.768.8012 - Watsonville Office
1523 Pacific Avenue | Santa Cruz, CA 95060

Follow our social networks for the latest RTC news
From: KEITH SCHULER [mailto:keithschuler@sbcglobal.net]
Sent: Sunday, August 26, 2012 9:15 AM
To: info@sccrtc.org
Subject: Rail line

I was reading about the rail line purchase. What a joke. is all you guys do it talk about things for 10 years. So sad. I grew up in the East Bay. If they wanted something done it was done. There are bike trials everywhere and they're not mixed with a defunct rail line. I say rip up the rail line and put in a path. and quit talking about it.

KEITH SCHULER
keithschuler@sbcglobal.net

---------------------------------------------------------------

From: SCCRTC Info [mailto:info@sccrtc.org]
Sent: Monday, August 27, 2012 8:38 AM
To: 'KEITH SCHULER'
Subject: RE: Rail line

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you again.

---------------------------------------------------------------

Santa Cruz County Regional Transportation Commission
831.460.3200 - Santa Cruz Office (main location)
831.768.8012 - Watsonville Office
1523 Pacific Avenue | Santa Cruz, CA 95060

Follow our social networks for the latest RTC news
August 23, 2012

Scoping Meetings for Environmental Review of the Monterey Bay Sanctuary Scenic Trail Network

The Santa Cruz County Regional Transportation Commission (RTC) is evaluating the environmental impacts of the proposed Monterey Bay Sanctuary Scenic Trail Network project. The RTC is developing a Draft Master Plan to define a continuous multi-use trail network, set of design standards, prioritization criteria, and implementation mechanisms for approximately 50 miles of trails. The proposed spine of the trail corridor follows the Santa Cruz Branch line right-of-way with connectivity to activity centers, coastal access points and other desirable destinations provided through spur trails.

The trail network will serve bicycle, pedestrian, wheelchair, and other non-motorized travel on a paved right-of-way separated from vehicular traffic and adjacent to the operational rail line wherever possible. The on-street roadway network will provide connectivity from the trail to other points of interest.

Pursuant to the public participation goals of California Environmental Quality Act, the RTC will host an Environmental Impact Report (EIR) Scoping Meeting to gather additional input on the content and focus of the environmental analysis to be conducted and presented in the EIR. Attached please find the Notice of Preparation (NOP) and Initial Study (IS) for this project.

Please join us at one of the following meetings to learn about the process of preparing an Environmental Impact Report (EIR) for this project and provide your input into the scope of work:

<table>
<thead>
<tr>
<th>Wednesday</th>
<th>Santa Cruz</th>
<th>Santa Cruz</th>
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<tr>
<td>September 5, 2012</td>
<td>Santa Cruz</td>
<td>Louden Nelson Community Center Room 3 301 Center Street Santa Cruz, CA 95060</td>
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<td>6:00 PM</td>
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<tr>
<th>Thursday</th>
<th>Aptos</th>
<th>Community Foundation Solari Room East and West 7807 Soquel Drive Aptos, CA 95003</th>
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<tr>
<td>September 6, 2012</td>
<td>Aptos</td>
<td>6:00 PM</td>
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The RTC welcomes all comments regarding the potential environmental impacts of the proposed project. All comments will be considered in the preparation of the EIR. **Written comments must be submitted by September 22, 2012. Please direct your comments to:**

Cory Caletti, Project Manager/Senior Transportation Planner
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
ccaletti@sccrtc.org

A series of public workshops will also be held to gather input on the Draft Master Plan on November 26th, 27th, 28th and 29th at various locations throughout the county. For more information about the MBSST project or to sign up for our e-news distribution list, please visit the RTC website: www.sccrtc.org.
NEWSWORTHY

- Caltrans consistently meets its project delivery commitments. During the last seven years, we have delivered on time 2,008 projects statewide or 99.5 percent valued at $19.3 billion. During the last fiscal year, we completed 275 of a total 279 projects.

- The new federal transportation bill, known as MAP-21, allows Caltrans to plan for the long-term. It authorizes $3.5 billion for California - just slightly less that we've been receiving; however, it makes more funding available with program reforms and consolidation. The two-year bill will also allow us to streamline the project delivery process giving Californians more value for their dollar.

- Caltrans has launched QuickMap, an online service that provides real-time traffic and travel information throughout California to allow motorists to make better decisions about how to reach their travel destination. Information on QuickMap includes traffic conditions, incidents, lane closures, travel time and Amber Alerts as well as access to nearly 1,000 freeway cameras and 700 electronic message signs statewide. The QuickMap website and information on how to add the QuickMap application to your smartphone can be found at: [http://quickmap.dot.ca.gov/](http://quickmap.dot.ca.gov/)

- Caltrans recently instituted a new Director's Policy (DP) on Climate Change. DP-30 considers and integrates climate change through mitigation and adaptation strategies into departmental decisions and activities resulting from Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 mandating the reduction of greenhouse gas emissions to 1990 levels by 2020. More information is available online at: [http://www.dot.ca.gov/hq/eqsc/CleanAir/documents/DP-30_Climat_e_Change.pdf](http://www.dot.ca.gov/hq/eqsc/CleanAir/documents/DP-30_Climat_e_Change.pdf)

LOCAL HIGHLIGHTS

- Caltrans awarded $10 million in Transportation Planning Grant funds statewide for the 12-13 FY. In Santa Cruz County this includes funding to the Santa Cruz County Regional Transportation Commission for the "Triple Corridor Multimodal Access and Sustainability Analysis" (Partnership Planning - Grant Award: $211,085) and to the City of Santa Cruz for the "Santa Cruz City Schools Complete Streets Master Plan" (Community-Based Transportation Planning - Grant Award: $178,000).

- Caltrans has added a new traffic camera on Highway 17 at Laurel Curves. The camera shows real-time traffic conditions online at: [http://video.dot.ca.gov/](http://video.dot.ca.gov/).
<table>
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<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Implementing Agency</th>
<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy. 1 Salinas Road Interchange (315924)</td>
<td>Highway 1, Monterey County, North of Moss Landing at Salinas Road (PM 99.9-101.5)</td>
<td>Construct new interchange</td>
<td>April 2010-Winter 2013</td>
<td>$12 Million</td>
<td>STIP/CMIA</td>
<td>Caltrans</td>
<td>Richard Rosales (PD)</td>
<td>Desilva Gates Construction LP, Dublin</td>
<td>NB Hwy. 1 traffic has moved from detour to mainline (existing Hwy. 1) Public will use NB off-ramp to Salinas Rd. and continue to use NB on-ramp from Salinas Rd. Hwy. 1 southbound traffic to remain on detour</td>
</tr>
<tr>
<td>Hwy. 1 Watsonville (CAPM) Rehab. (0M7504)</td>
<td>Hwy. 1 (PM 0.0-10.2) In Santa Cruz County in Watsonville and Aptos from Pajaro River Bridge to North Aptos Underpass</td>
<td>Pavement Rehabilitation (hot mix asphalt on existing pavement)</td>
<td>April 15, 2012-Fall 2012</td>
<td>$12M</td>
<td>SHPP</td>
<td>Caltrans</td>
<td>Luis Duazo (BR)</td>
<td>Pave Construction Division, Watsonville</td>
<td>Night work with alternating lane and ramp closures</td>
</tr>
<tr>
<td>Santa Cruz Highway 1 Median Barrier (0S3104)</td>
<td>Highway 1 in Santa Cruz (17.5-18.2)</td>
<td>Construct colored and textured Median Barrier</td>
<td>April 23, 2012-Fall 2012</td>
<td>$1.6 M</td>
<td>SHPP</td>
<td>Caltrans</td>
<td>Doug Hessing (FK)</td>
<td>Toms Septic Construction, Salinas</td>
<td>Alternating lane closures, primarily overnight</td>
</tr>
<tr>
<td>Hwy. 9 Grind and Replace (0S0804)</td>
<td>In Santa Cruz from so. of the Rte 01/09 junction to just no. of Vernon St. (PM 0.0-PM 0.6)</td>
<td>Cold plane and hot mix asphalt and repaving</td>
<td>Spring 2012-September 2012</td>
<td>$350,000</td>
<td>Highway Maint.</td>
<td>Caltrans</td>
<td>Kelly McClain (TL)</td>
<td>Pave Construction Div., San Jose</td>
<td>Night-time one-way traffic or alternating lane closures weeknights 9pm to 6 am</td>
</tr>
<tr>
<td>Hwy. 9 Holiday Lane Improvements (0K2304)</td>
<td>Highway 9 between Ben Lomond and the Highland Co. Park; S. of Holiday Lane (PM 8.4-8.6)</td>
<td>Construct Viaduct, Upgrade guard rail</td>
<td>Summer 2012 - Winter 2013/14</td>
<td>$1.3 M</td>
<td>SHPP</td>
<td>Caltrans</td>
<td>Steve DiGrazia (JW)</td>
<td>Pave Construction Div., Watsonville</td>
<td>Contract awarded May 23 and approved June 19. Work anticipated to begin some time in September</td>
</tr>
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</table>
# CONSTRUCTION PROJECTS

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Implementing Agency</th>
<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy. 17 Santa’s Village Road Guardrail (0G4004)</td>
<td>Near Scott’s Valley from just north of Santa’s Village to Crescent Drive (PM 6.1-6.6)</td>
<td>Construct concrete guardrail</td>
<td>January 2011 - August 9, 2012</td>
<td>$3 Million</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Doug Hessing (PD)</td>
<td>Gordon N. Ball Inc., Alamo</td>
<td>In plant establishment. All work completed, waiting for maintenance approval.</td>
</tr>
<tr>
<td>Hwy. 17 Summit Slide Repair (1A7104)</td>
<td>In Santa Cruz County near Scotts Valley at 0.2 mile north of Glenwood Dr.</td>
<td>Construct retaining wall with concrete slab &amp; barrier, HMA pave</td>
<td>Spring 2013 - Fall 2013</td>
<td>$2 Million</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Steve DiGrazia (JW)</td>
<td>Condon-Johnson &amp; Associates Inc., Oakland</td>
<td>Bids opened 5/30/12. Project awarded on 7/24. Possibly suspended until next Spring.</td>
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# PROJECTS IN DEVELOPMENT

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Implementing Agency</th>
<th>Project Manager</th>
<th>Phase</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy. 1 Guardrail Upgrade, Concrete Barrier, Retaining Wall (05-0R9101)</td>
<td>Highway 1 from S of South Aptos Underpass to 1 Mi N. of Rte 9 (PM 9.0-17.6)</td>
<td>Upgrade Metal Beam Guard Rail, other improvements</td>
<td>Fall / Winter 2013</td>
<td>$2.3 M</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Doug Hessing</td>
<td>PS&amp;E/RW</td>
<td>Scheduled to be advertised early 2013.</td>
</tr>
<tr>
<td>Hwy. 1 Guardrail/Crash Cushions (0M970)</td>
<td>Highway 1, various locations from San Lorenzo R. Bridge to Waddell Creek (PM 17.4-26.0)</td>
<td>Upgrade guardrail, end treatments</td>
<td>Summer 2012 – Summer 2013</td>
<td>Total $2.8M</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Doug Hessing</td>
<td>PS&amp;E</td>
<td>Schedule to be re-advertised October/November 2012</td>
</tr>
</tbody>
</table>
AGENDA: September 6, 2012

TO: Regional Transportation Commission
FROM: Ginger Dykaar, Transportation Planner
RE: 2012 Santa Cruz County On-board Transit Ridership Study

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) accept the 2012 Santa Cruz County On-board Transit Ridership Survey Final Report.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) and the Santa Cruz Metropolitan Transit District (Santa Cruz METRO) received a Rural or Small Urban Transit Planning Studies grant from the California Department of Transportation to conduct an on-board transit ridership study. RTC and Santa Cruz METRO are also coordinating with the Association of Monterey Bay Area Governments (AMBAG) on this project. AMBAG is the Metropolitan Transportation Planning Organization (MPO) for Santa Cruz, Monterey, and San Benito Counties.

DISCUSSION

The on-board transit ridership study was performed by Moore & Associates and consisted of an on-board survey, an assessment of on-time performance and boarding/alighting counts for the fixed route bus service in Santa Cruz County. The primary purpose of the project was to collect data needed to support the transit component of the regional travel demand model (RTDM) managed by AMBAG. In addition, the study will support future transit planning efforts and will enable Santa Cruz METRO to quantify the population of its service area that speaks a primary language other than English in order to ensure Title VI compliance.

Up-to-date transit ridership data is essential to support planning efforts that achieve statewide and regional goals to reduce vehicle miles traveled (VMT) and achieve greenhouse gas (GhG) reduction targets. Santa Cruz County, like many regions, will refer to the RTDM and associated transportation modeling efforts for evaluating the impacts of new transportation investments on meeting regional goals. Transit ridership can be an important strategy for reducing VMT and GhG emissions. The transit data included in the RTDM will now better reflect current transit usage in Santa Cruz County and enable a more accurate transit ridership forecast.
Key Findings
The on-board survey revealed the characteristics of typical Santa Cruz County transit customers to be people who use the bus 5 or more times per week, to have an income of less than $15,000 per year and to be 16-24 years old. The majority of respondents traveled between home, school and work and walked to and from the bus stop. The majority of respondents (82%) indicated that they did not have a personal vehicle available to make the trip. The three most requested service improvements were “increase service frequency”, “real-time bus information”, and “shorter travel time”. The primary methods for getting service information are from the METRO website and the printed bus schedule.

The 2012 Santa Cruz County On-Board Transit Ridership Survey Report can be found online at http://www.sccrtc.org/projects/bus. The Executive Summary is included as Attachment 1. **Staff recommends that the Regional Transportation Commission accept the 2012 Santa Cruz County On-Board Transit Ridership Survey Final Report.**

SUMMARY

The Santa Cruz County Regional Transportation Commission (RTC) and the Santa Cruz Metropolitan Transit District (Santa Cruz METRO) received a Rural or Small Urban Transit Planning Studies grant from the California Department of Transportation to conduct an on-board transit ridership study. The study was performed by Moore & Associates and the results are presented in the Santa Cruz County On-Board Transit Ridership Survey Report. RTC staff recommends acceptance of this report.

Attachment

1: Executive Summary of Santa Cruz County On-Board Transit Ridership Study

S:\RTC\TC2012\0912\Onboard Transit Study\SR-Onboard0912.doc
EXECUTIVE SUMMARY

The Santa Cruz County Regional Transportation Commission (RTC) and the Santa Cruz Metropolitan Transit District (Santa Cruz METRO) received a Rural or Small Urban Transit Planning Studies Grant from the California Department of Transportation to conduct an on-board transit ridership study.

The three main goals of this project were to:

1. Collect current ridership data for input into the Association of Monterey Bay Area Governments (AMBAG) regional travel demand model to more accurately reflect current transit use as well as forecast future transit ridership.
2. Assess the limited English proficiency population in order to comply with Title VI requirements.
3. Collect transit service and performance data to assist in future service planning.

Moore & Associates was selected to complete the Transit Ridership Study which consisted of an onboard fixed-route customer survey and on-time performance and boarding/alighting. Data collection efforts were completed on April 17-19, 2012 and April 24-26, 2012 (Tuesdays/Wednesdays/Thursdays). A total of 1,972 valid surveys were collected; 1,016 of which were 100 percent complete (all questions had 100 percent responses except for demographic questions), a statistically-valid sampling.

Key Findings

Respondent trip origin-destination and boarding-alighting location data are presented in Appendix A. These exhibits present the general flow of travel throughout the service area and identify significant “magnets” for trip generation. The origin-destination map shows travel with a minimum of at least one leg of travel being transit within the Santa Cruz/Capitola area, between Santa Cruz and UCSC, Santa Cruz and Watsonville, and Santa Cruz/Capitola and Scotts Valley.

The onboard survey revealed the profile of Santa Cruz customers to be people who use the bus 5 or more times per week, to have an income of less than $15,000 per year and to be 16-24 years old. Home, school, and work were the three most common purposes. The majority of respondents were coming from home (44.9 percent), school (24.7 percent), and work (11.5 percent); and going to school (32.7 percent), home (30.7 percent), and work (14.3 percent). The trip purpose varied based on education level, income, and age. The majority of respondents walk to and from the bus stop (75.8 percent walking to and 79.3 percent walking from) with 48.6 percent walking less than five minutes to their stop and 49.7 percent walking less than five minutes from their stop to their destination. The majority of respondents cited using METRO five or more times a week (67.7 percent). Ninety-four percent of respondents cited using METRO fixed-route services at least once weekly.
Total travel time cited varied from one minute to 400 minutes with an average trip duration of 35 minutes. Approximately 47 percent of respondents indicated a trip duration of 25 minutes or less. The majority (81.9 percent) indicated not having a personal vehicle available to make the trip. Therefore, the majority of respondents are “captive riders” rather than “choice riders”.

When asked what the most prevalent barrier is to using METRO, the most common response was “nothing” (34.7 percent). Other common barriers were “does not travel when I need it” and “costs too much/lack of financial resources” (20.2 and 10.9 percent, respectively). The three most requested service improvements were “increase service frequency” (25.7 percent), “real-time bus arrival information” (14 percent), and “shorter travel time” (13.3 percent).

The primary method of obtaining information regarding METRO service varied by respondent demographic (i.e., age, income, and education level). However, the most-frequently cited forms of obtaining information (in hierarchical order) were:

- METRO's website (46.8 percent),
- Paper bus schedule (36.4 percent),
- Google Transit (11.4 percent),
- Other (3.2 percent), and
- Call METRO customer service (2.2 percent).

**Limited-English Proficiency Assessment**

Several data cross-tabulations were produced so as to extract information with respect to Spanish-speaking respondents. A total of 108 surveys were collected in which the respondent chose to complete the survey in Spanish. A number of interesting patterns and trends became evident. More than 25 percent of Spanish-speaking respondents indicated there were no barriers to their use of METRO. The most-frequently cited barrier was “does not travel when I need it” (nearly 20 percent). The most common trip purposes were “home” and “work,” which contrasts with English-language respondents who indicated “home” and “school.” Spanish-speaking METRO customers heavily favor the printed bus schedule (Headways) (more than 70 percent).

**On-Time Performance and Boarding/Alighting Information**

Route-by-route on-time performance and boarding/alighting information was collected along with the transit rider survey. Total trips reported as either late or missed amount to 24 percent of all surveyed trips. Routes 4, 12, 20, and 91X to Watsonville (outbound) in particular experienced many early departures. Routes 8, 54, 69W (outbound), and Route 74 reported 100 percent on-time performance during the ride check. Detailed boarding and alighting exhibits for each route/direction are presented in the Appendix C. These exhibits identify the activity on a stop-by-stop basis. As seen in the charts, local stops serving UCSC typically experience the greatest boarding and alighting activity.
RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Accept the monthly report on construction activities for the Highway 1 Soquel/Morrissey Auxiliary Lanes Project; and,

2. Authorize the Executive Director to amend the agreement with the City of Santa Cruz increasing the contract value by $12,000 to include 2 crossing guards for area schools together with other specified traffic control measures for a total of $36,500, to mitigate impacts due to the reconstruction of the La Fonda Avenue Overcrossing

BACKGROUND

On January 5, 2012, the RTC authorized a construction contract for work to begin on the Highway 1 Soquel/Morrissey Auxiliary Lanes project. A Notice to Proceed was issued to the contractor on February 3, 2012, following receipt of performance bonds and insurance certificates.

DISCUSSION

RTC Resident Engineer, Bruce Shewchuk, will present an oral report on current construction activities and will respond to questions. This past month has seen perhaps the most dramatic element of the project with the demolition of the La Fonda Avenue Overcrossing beginning the evening of Monday, August 6th. There were freeway closures two nights each week of the two week demolition process with no reportable incidents. Virtually all material of the former bridge was recycled, from the steel and aluminum in the bridge structure and protective fencing, to the concrete that will be used as aggregate and concrete mix.

During this same period, work was completed outside of the highway area to improve safety and promote non-motorized travel to area schools. The multi-use path between Park Way Court and La Fonda Avenue was reconstructed for improved access to and from Harbor High School. Work was also completed on the
sidewalks along Rooney Street between Pacheco Avenue and Elk Street, and on Morrissey Boulevard between Pacheco Avenue and San Juan Avenue.

As previously reported, the multi-use path and sidewalks were constructed using a concrete additive manufactured by sequestering greenhouse gas-producing carbon dioxide from the Moss Landing power plant resulting in an overall negative greenhouse gas emission for these pathways projects. Application of this product is one of several pilot efforts using carbon emissions in the production of a range of building materials and consumer products.

Going forward, work will focus on the highway as we near the 33% percent completion point of the project (by measure of construction costs incurred and schedule). Work on the retaining walls in the low lying areas on all four ends of the project limits has proceeded on schedule and the contractors are now back-filling this area. Work will resume on the slopes leading to and from the bridge on both sides of the highway with excavation of the slope, and construction of retaining walls and bridge abutments. When work on the retaining walls and new lane pavement is completed at the end of October, traffic will be directed to the outside edges of the highway to allow removal and reconstruction of the center pier or column of the new La Fonda Overcrossing.

**Community Outreach and Travel Demand Management Strategies**

In preparation for the start of the school year, RTC’s Commute Solutions staff were engaged all day and into the evening on Wednesday, August 23rd in outreach efforts to promote travel demand management strategies at neighborhood schools. Beginning at 8:00 am, staff participated at Harbor High’s Passport Day speaking with students and parents to promote use of alternative travel routes and options to minimize congestion with the start of school. Staff solicited participation in the Youth Options (YO) for Transportation program as a student led initiative to provide students the opportunity to access transit and alternative transportation information at school as a means to encourage and enhance low congestion forms of mobility.

Beginning at 6:30pm that same evening, staff from RTC and DeLaveaga Elementary School collaborated in hosting a community meeting to introduce school based travel demand management strategies to help reduce traffic and improve safety in the area. Participating in this event was Jeanne LePage, of Ecology Action, describing the Boltage program that provides rewards and prize drawings to students who use travel alternatives to get to school. Also participating was Genelle Chetcuti, founder of the Carpooltoschool.com, promoting bikepools, walkpools, and carpools. Complementing that effort was RTC staff member Matt Leal, who described the incentives offered to participate in these programs.

Later that evening, there was a combined meeting for parents and students from DeLaveaga and Harbor High schools to introduce the Student Shuttle including preliminary route, schedule, and registration materials required to ride on the shuttle. With preliminary routes and schedules now available, interest and
registration in the shuttle grew significantly with many parents taking registration forms for their friends and neighbors living in the service area.

Over 80 people attended the combined meetings showing great interest in alternative transportation programs to fit their respective needs and reduce traffic in the construction zone. Staff also participated in the freshman parent orientation at Harbor High school on Saturday, August 25th to promote alternative travel options and respond to parent questions concerning the project.

These outreach efforts also afforded an opportunity for staff working with families and school officials to preview congestion issues and respond to community interests and concerns in the project area. These efforts exemplify the benefits of the RTC becoming the Congestion Management entity; an ability to be highly responsive to community needs. As an added advantage, many of the projects/programs developed in response to the construction project may have lasting benefits. The action item below is a product of the public outreach effort.

**School Transportation Option Websites**

Websites have been set up for both DeLaveaga Elementary and Harbor High to provide a one-stop-shop location for schools and families to go for transportation information. Each page includes a range of transportation options and encouragement to families to help minimize congestion through use of active transportation alternatives, transit, or the student shuttle. Communications originating from the schools to student households includes links to these pages.

- DeLaveaga Elementary – [www.commutesolutions.org/delaveaga](http://www.commutesolutions.org/delaveaga)
- Harbor High – [www.commutesolutions.org/harbor](http://www.commutesolutions.org/harbor)

**Crossing Guards**

A concern frequently repeated in community outreach meetings is the need for a crossing guard at the corner of Fairmount and Morrissey. Staff has been working with the City of Santa Cruz police department for the past several weeks to assess the time requirements of providing this service that would enhance safe passage for pedestrians and bicyclists traveling to both Branciforte Middle and DeLaveaga Elementary Schools. The estimated cost of providing this extended service at this location for the period that the La Fonda Avenue Bridge is out of service is $6,870, including the equipment cost of outfitting the guard.

More recently, staff and school officials witnessed first hand the congestion on La Fonda Avenue during Harbor High’s Passport Day with the reconfigured access to the school due to the bridge closure. The construction team worked with school officials to redesign the circulation pattern by designating one-way travel routes into and off of campus and drop off areas with stripping and signage. School officials and city police are working in coordination for a more visible presence during the first few weeks of school while all parties get used to the new circulation pattern and more restricted parking on the campus.
The most effective means of reducing traffic congestion during this period is promoting alternative travel modes, including use of the Park Way path. However, pedestrians and bicyclists using the path will need a point of safe passage across La Fonda onto the campus. As part of the bridge reconstruction effort, the project includes installing a raised sidewalk to slow traffic and provide a pedestrian crossing at the entrance to the school. However, this will be one of the final elements of the construction effort on the bridge which is literally adjacent to the newly designated exit to Harbor High. The project team recommends providing a crossing guard at this location during peak congestion periods to enhance safety and credibly promote alternative modes during the construction period. As of this writing, the cost of this position is currently being determined but is anticipated to be significantly less than the cost of the crossing guard at the Morrissey/Fairmount intersection ($6,870).

Accordingly, **staff recommends that the RTC authorize the Executive Director to amend the agreement with the City of Santa Cruz approved in June 2012, increasing the contract value by $12,000 to include 2 crossing guards for area schools together with other specified traffic control measures for a total of $36,500, to mitigate impacts due to the reconstruction of the La Fonda Avenue Overcrossing and to be responsive to suggestions from the community.**

Funding for the amended agreement with the City of Santa Cruz on traffic control measures, including the 2 crossing guards, is available in the project’s transportation management plan (TMP). The TMP provides $104,500 in construction funds, including contingency, for non-motorized access improvements to area schools in response to the removal and replacement of the La Fonda Avenue Overcrossing. The funding was earmarked for the recently completed multi-use path on Park Way which ended up costing $61,000 rather than the allocated $104,500, creating a cost saving of $43,500 available for the access improvements to area schools as described above.

**Student Shuttle**

In August 2012, the RTC authorized the Executive Director, with confirmation of the RTC Chair, to execute a contract with the student shuttle operator recommended by the evaluation committee. The committee comprised of representatives of the City of Santa Cruz, the Santa Cruz METRO, the University of California Santa Cruz Transportation & Parking Services, and RTC staff, with participation of Santa Cruz City Schools, reviewed the written proposals and subsequently interviewed the two shuttle operators responding to the Request for Proposals. As previously reported, both operators were highly experienced, knowledgeable of relevant laws and regulations, and capable of providing the required service.

The consensus of the committee was to recommend Michael’s Transportation Service (MTS) operating out of Watsonville. This recommendation was based on the following factors:
• Personable and engaged manager and supervisor able and excited to assist in crafting a program that met our special needs.
• Base of operations (Watsonville) close to the service area and avoiding travel over Highway 17 to begin and end service each day.
• Bi-lingual staff, and sufficient fleet, drivers, and maintenance facilities
• Engaged and vested in the community

Staff has been working with MTS in developing appropriate registration material and guidelines for serving elementary and high school students in this service. Similarly staff has been working to fine tune the route, stop locations, and times with service starting on Wednesday, August 29th, the first day of school at DeLaveaga Elementary and Harbor High schools.

The student shuttle was identified as a potential mitigation in the environmental document for student access to area schools during the period the La Fonda Avenue Overcrossing is out of service. The shuttle option was chosen when it was determined that a temporary pedestrian bridge was very expensive and would extend the construction schedule, further impacting the adjacent community. The cost of the shuttle service is estimated not to exceed $75,000 over an extended 8 month period, with funding provided in the project’s TMP. As of this writing, 30 students are signed up for the shuttle, 22 for Harbor and 8 for DeLaveaga.

**Construction Financial Status**

As of this writing, there is one contract change order in process related to the construction of the multi-use path between Park Way and La Fonda Avenue. As reported above, the funds for this work will be drawn from the supplemental project budget provided for the TMP, construction management, and other activities, and does not alter the remaining contingency balance for construction. There were no claims or potential claims registered by the contractor. As previously reported, the contractor has submitted a letter notifying RTC’s construction engineer of differing site conditions over that anticipated in the plans and specifications. The project team is currently evaluating an appropriate resolution and any design modifications that may be necessary. RTC’s construction engineer will provide an update if necessary.

Through 6 months of construction activity, the approved progress payments total $2,765,125. As of this writing the progress payment for the current period is still under review by the construction engineer and will be reported at the next meeting.

Following is the current contractor cost accounting:

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Some contract change orders are anticipated in the coming weeks, including: unexpected extra work associated with completing the sidewalks on Rooney and Morrissey, and the north slope drainage needs uncovered during initial project work. Before the project construction began, the RTC approved a set of policies for contract change orders and established a contract change orders ad-hoc committee. It has not been necessary to convene the ad-hoc committee up to this point but if any contract change order is over $100,000, the ad-hoc committee will be convened.

SUMMARY

The highlight of this reporting period is the demolition of the La Fonda Avenue Overcrossing. Also completed during this period was reconstruction and improvement of the multi-use path between Park Way Court and La Fonda Avenue, and the sidewalks along Rooney Street between Pacheco Avenue and Elk Street, and on Morrissey Boulevard between Pacheco Avenue and San Juan Avenue using a concrete additive that results in a net reduction in greenhouse gas emissions for these projects. Staff and representatives of DeLaveaga Elementary and Harbor High school collaborated on continued public outreach activities to promote alternative travel options to reduce congestion with the start of school on August 29th. Additional, traffic control measures are proposed including the 2 new crossing guards to serve at the corner of Morrissey Boulevard and Fairmount Avenue and at Harbor High school during the period the La Fonda Avenue Overcrossing in under construction.
AGENDA: September 6, 2012

TO: Regional Transportation Commission (RTC)

FROM: Luis Pavel Mendez, Deputy Director

RE: Santa Cruz Branch Rail Line Acquisition

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) adopt the attached resolution (Attachment 1) approving changes to the fiscal year 2012-13 budget as shown on Exhibit A of Attachment 1 necessary to complete the purchase of the Santa Cruz Branch Rail Line.

BACKGROUND

After ten years of negotiations with Union Pacific (UP) and completing due diligence work and after securing an administration, coordination and license agreement with a short line operator, on January 19, 2011, the Regional Transportation Commission (RTC) secured funding approval from the California Transportation Commission (CTC) to purchase the Santa Cruz Branch Rail Line (Branch Line). The original short line operator backed out of the agreement and in May 2012 the RTC entered into a new operating agreement with Iowa Pacific Holdings to operate the Branch Line under the name Santa Cruz and Monterey Bay (SCMB) Railway.

Required petitions were submitted to the Surface Transportation Board (STB) by the RTC and SCMB Railway. The SCMB Railway STB petitions will be effective on September 2, 2012. TheRTC must wait for the STB to rule on its petition before continuing to complete the Branch Line purchase.

DISCUSSION

Because SCMB Railway has already received approval of its petitions to the STB, they are planning on initiating operations on the Branch Line as early as the beginning of October. If the RTC does not receive STB authorization soon, SCMB Railway may begin operations before the RTC has completed the purchase by assuming a short-term lease agreement with Union Pacific.

In order to complete the Branch Line purchase, the RTC must carryover purchase funds and expenditures from the fiscal year (FY) 2011-12 budget to the FY 2012-13 budget. Therefore, **staff recommends that the RTC approve the attached resolution (Attachment 1) with the proposed FY 2012-13 budget changes necessary to complete the purchase of the Santa Cruz Branch Rail Line.**
Northern Boundary

Previously RTC staff and consultants reported that there was significant discrepancy between where Union Pacific negotiators stated that milepost 31.39 (the northern boundary of the Branch Line purchase) is located and where RTC staff and consultants calculated milepost 31.39 to be located. Because different Union Pacific documents indicated the location of milepost 31.39 to be at different points along the Branch Line, staff calculated the location from the beginning of the Branch Line using the valuation maps of the property. On August 27, 2012, conversations with Union Pacific settled the location of milepost 31.39 very close to staff’s calculated location. The settled location is about 800 feet north of the Highway 1 crossing. RTC staff has already engaged a local firm to survey the location, generate a legal description for the grant deed and produce a survey map to be recorded. Union Pacific will review the work of the surveyor. The completion of the survey work should take about three weeks.

Structures Rehabilitation

The RTC hired JL Patterson and Associates, Inc. to do the engineering and design work for the rehabilitation of the structures on the Branch Line. Because the most recent inspections of the structures were completed in 2006, it was necessary to conduct new inspections to determine the work needed. The inspections have been completed and Attachment 2 is a summary of the resulting work needed along with the associated estimated costs.

The estimated total cost of $6,142,794 includes construction management and a 20% contingency. This cost is also higher than the available funding of $5,375,000 for bridge rehabilitation. It is possible that the bids for the work will be lower than the estimated cost. However, JL Patterson worked to use actual current costs of materials and construction. Once bids are received, the RTC may work with the winning bidder to modify the amount of work as necessary to match the available funding. In accordance with the purchase and sale agreement, the RTC has an obligation to invest $5 million into rehabilitation of the structures and other Branch Line infrastructure.

The amount of work necessary to rehabilitate the Branch Line structures has increased since 2006. In addition, JL Patterson discovered conditions that changed the level of work required at some structures. The significant changes are as follows:

- **La Selva Beach trestle:** Due to the number of structure components that now need replacement, JL Patterson recommends fully replacing the towers of the structure. The footings are okay and the top part of the bridge will require some rehabilitation but not replacement. The cost for fully replacing the towers or simply replacing the bad components is about the same. The resulting structure will be better because the new towers will be designed and built to current standards. The bridge will also be painted to increase its serviceable life.
• **Capitola Trestle:** An analysis of the metal on the floor beams to determine weldability for rehabilitation revealed that the floor beams are made of wrought iron not steel. Therefore, JL Patterson recommends full replacement of the entire floor structure. JL Patterson also recommends cleaning and painting the entire bridge or at least key points of the bridge to extend its serviceable life. The cost estimate includes cleaning and painting the entire bridge (about $600,000). For cleaning and painting the bridge would be encased to ensure that no debris falls into the creek below.

• **San Lorenzo River Trestle:** JL Patterson discovered an error in the calculations made by HNTB to determine the load rating of the structure. It seems that a measurement taken in the field was incorrectly entered into the calculations. After running new calculations with the correction, the resulting load rating is better than previously calculated, which means that the bridge is actually stronger than previously thought.

• **Timber trestles at MP 4.87 and MP 11.16:** These structures were not included in the detailed structures assessment completed in 2006 because their condition did not seem to warrant it at the time. The JL Patterson inspection reveals that their condition has changed and now require significantly more work.

Based on their inspection JL Patterson indicates that they would recommend that three of the structures be placed out of service. These are the La Selva Beach trestle at mile post (MP) 9.09, the timber ballast deck trestle next to Harkins Slough at MP 4.87, and the timber ballast deck trestle along Sumner Avenue at MP 11.16. The structures inspector for the SCMB Railway (Iowa Pacific) also inspected these structures and determined that the rehabilitation work recommended by JL Patterson needs to be done and that the bridges should not be used for normal loading conditions; however, at “restricted use” or “slow order” the bridges can continue to be in service until the rehabilitation work is completed. In his report, the SCMB Railway inspector states, “I am confident that every bridge inspected could, in their current conditions, be used under limited and controlled circumstances to move equipment to the north end.”

JL Patterson is working to complete the bid documents that will be necessary to submit the allocation request to the California Transportation Commission (CTC). The allocation request will be submitted by the end of September for consideration by the CTC at their December meeting. However, for the CTC to consider the allocation request in December, the RTC must already be the owner of the Branch Line.

**Closure of Purchase**

Once the STB decision approving the RTC purchase of the Branch Line is made, some steps will remain to complete the purchase. Attachment 3 is an estimated timeline showing the remaining steps and the estimated completion of those steps.
Based on the estimated timeline the RTC could close escrow on the Branch Line by the end of September.

**SUMMARY**

Sierra Northern Railway revoked its agreement to operate on the Santa Cruz Branch Rail Line. The RTC selected Iowa Pacific Holdings (IPH) as the new operator operating as the Santa Cruz and Monterey Bay (SCMB) Railway. The RTC and SCMB Railway filed with the Surface Transportation Board (STB) for approval of the purchase and operating arrangement. The SCMB Railway approvals will take effect on September 2, 2012 and the RTC is still waiting for approval by the STB. JL Patterson has completed inspections of the structures and is working to complete the bid documents for submittal to the California Transportation Commission (CTC) for the construction funding. Staff recommends approval of Attachment 1 amending the RTC FY 2012-13 budget to complete the rail line purchase after the STB approval is secured.

**Attachments:**
1. Resolution approving amendments to the FY 2012-13 Budget
2. Structures rehabilitation construction cost estimate
3. Estimated timeline to close escrow on Branch Line purchase
RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
  on the date of September 6, 2012
  on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AMENDING THE FY 2012-13 BUDGET AND WORK PROGRAM
FOR THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION
COMMISSION:

1. The FY 2012-13 Budget and Work Program for the Santa Cruz County Regional Transportation
   Commission, are hereby amended as shown in Exhibit A.

AYES: COMMISSIONERS
NOES: COMMISSIONERS
ABSTAIN: COMMISSIONERS
ABSENT: COMMISSIONERS

Kirby Nicol, Chair

ATTEST:

______________________________
George Dondero, Secretary

Attachments: Exhibit A - SCCRTC FY 12-13 Budget as amended
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| EXPENDITURES: |
|------------------|---------------------------|--------------------------|------------|------|
| Salaries & Benefits | 110,000 | 110,000 | 0 | |
| Services and Supplies: |
| Liability Insurance | 30,000 | 30,000 | 0 | |
| Negotiation Attorney | 0 | 79,805 | 79,805 | - Carryover from FY 2011-12 and additional to complete purchase of rail line |
| STB Filing and Legal Counsel | 0 | 15,860 | 15,860 | - Carryover from FY 2011-12 |
| Closing Costs | 0 | 20,000 | 20,000 | - Carryover from FY 2011-12 and additional to complete purchase of rail line |
| Freight Service and Business Plan | 0 | 11,022 | 11,022 | - To establish and implement freight agreements |
| On Call Consultants for Rail Operations Management | 28,000 | 120,000 | 0 | |
| Haz Mat Investigation and Related Costs | 10,000 | 10,000 | 0 | |
| Title Insurance | 0 | 15,000 | 15,000 | - Carryover from FY 2011-12 |
| Hazardous Materials and Pollution Insurance | 0 | 250,000 | 250,000 | - Carryover from FY 2011-12 |
| Site Management Plan | 120,000 | 120,000 | 0 | |
| General Contingency | 106,156 | 105,978 | -178 | - Carryover from FY 2011-12 |
| Engineering for improvements | 600,000 | 301,779 | -298,221 | - Carryover from FY 2011-12 |
| Various Rail Line Improvements | 5,350,000 | 5,350,000 | 0 | |
| Right of Way Acquisition | 0 | 14,200,000 | 14,200,000 | - Carryover from FY 2011-12 |
| TOTAL EXPENDITURES | 6,354,156 | 20,651,444 | 14,297,288 | |

Note:
## Table 5.1 - Rehabilitation Construction Cost Estimate (Rev.2)

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Subtotal $2,696,908 $377,870 $657,803 $30,975 $258,046 $29,885 $5,060,488 $58,507 $1,023,799

Total ROM Estimate $6,142,794

### Bridge Repair Priority Legend

1 = Immediately
2 = Within 1 year
3 = Within 1 to 3 years
4 = Within 3 to 5 years
5 = No repairs needed

**oos** = Out-of-Service recommended

All bridges with walkway and/or handrail repairs require immediate repairs and are not included as part of the rating or estimate.

---

**SCRTIC Bridge Repair Priority List**

8/17/2012
## Santa Cruz Branch Rail Line Acquisition Project
### Estimated Timeline to Close Escrow

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<td>09/28/2012</td>
<td>b. Sign all necessary documents</td>
</tr>
<tr>
<td>09/28/2012</td>
<td>c. Close escrow</td>
</tr>
<tr>
<td>10/05/2012</td>
<td>d. Ensure that documents needed recording are recorded</td>
</tr>
<tr>
<td>10/19/2012</td>
<td>e. Receive recorded documents</td>
</tr>
</tbody>
</table>