Santa Cruz County Regional Transportation Commission
Transportation Policy Workshop

AGENDA

Thursday, September 19, 2013
9:00 a.m.

NOTE LOCATION THIS MONTH
SCCRTC Conference Room
1523 Pacific Ave
Santa Cruz, CA

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
To receive email notification when the TPW meeting agenda packet is posted on our website, please call (831) 460-3200 or email info@sccrtc.org to subscribe.

COMMISSION MEMBERSHIP

Caltrans (ex-officio) Tim Gubbins
City of Capitola Dennis Norton
City of Santa Cruz Don Lane
City of Scotts Valley Randy Johnson
City of Watsonville Eduardo Montesino
County of Santa Cruz Greg Caput
County of Santa Cruz Neal Coonerty
County of Santa Cruz Zach Friend
County of Santa Cruz John Leopold
County of Santa Cruz Bruce McPherson
Santa Cruz Metropolitan Transit District Dene Bustichi
Santa Cruz Metropolitan Transit District Ron Graves
Santa Cruz Metropolitan Transit District Lynn Robinson

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. **Introductions**

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.*

4. **Regional Transportation Improvement Program (RTIP) Amendment to Scotts Valley Drive Slurry Seal Project (Resolution)**

5. **Train to Christmas Town Operating Plan**  
   *(Luis Pavel Mendez, Deputy Director)*

   a. Staff report
   b. IPH/SC&MB Railway Train to Christmas Town Operating Plan

6. **Highway 1 Corridor Investment Program**  
   *(George Dondero, Executive Director)*

   a. Staff report
   b. Map of Highway 1 Corridor projects
   c. Highway 1 Corridor Investment Program logo
   d. 11/7/2011 Staff Report to the RTC from Executive Director George Dondero
   e. Highway 1 Corridor Investment Program Fact Sheet
   f. Highway 1 Corridor Improvement Program – Cost Estimates Over Time
   g. Excerpt from RTC-approved RTP project list
   h. Timeline for RTC and Local Jurisdiction/Project Sponsor Input on Project Lists for the 2014 Regional Transportation Plan
   i. Letter from Commissioners and County Supervisors Coonerty and McPherson to AMBAG
   j. Letter from Commissioner and Mayor Johnson to RTC and AMBAG
7. Review of items to be discussed in closed session

**CLOSED SESSION**

8. Conference with legal counsel for anticipated litigation – significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9

**OPEN SESSION**

9. Report on closed session

10. Next meetings

   The next SCCRTC meeting is scheduled for Thursday, October 3, 2013 at 9:00 a.m. at the Santa Cruz County Board of Supervisors Chambers, 701 Ocean Street, 5th floor, Santa Cruz, CA.

   The next Transportation Policy Workshop is scheduled for Thursday, October 17, 2013 at 9:00 am at the SCCRTC 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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**Broadcasts:** Many of the meetings are broadcast live. Meetings are cablecast by Community Television of Santa Cruz. Community TV’s channels and schedule can be found online (www.communitytv.org) or by calling (831) 425-8848.

**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 Library
- Branciforte Library
- Santa Cruz Downtown Library
- Garfield Park Library
- Live Oak Library
- Watsonville Main Library
- Boulder Creek Library
- Capitola Library
- Felton Library
- La Selva Beach Library
- Scotts Valley Library
For information regarding library locations and hours, please check online at www.santacruzpl.org or www.watsonville.lib.ca.us.

On-line viewing: The SCCRTC encourages the reduction of paper waste and therefore makes meeting materials available online. Those receiving paper agendas may sign up to receive email notification when complete agenda packet materials are posted to our website by sending a request to info@sccrtc.org. Agendas are typically posted 5 days prior to each meeting.

Newsletters: To sign up for E-News updates on specific SCCRTC projects, go to http://sccrtc.org/about/esubscriptions/.

HOW TO REQUEST

❖ ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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❖ 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 anticipó 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.
RECOMMENDATION

Staff recommends that the Regional Transportation Commission:

1. Adopt a resolution (Attachment 1) amending the 2012 Regional Transportation Improvement Program (RTIP) to expand the scope of the City of Scotts Valley’s Scotts Valley Drive roadway preservation project.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive a variety of state and federal funds. The Regional Transportation Improvement Program (RTIP) for Santa Cruz County is a list of transportation projects which have been selected by the RTC to receive funds over the next five years. The RTIP is typically adopted every two years.

Project sponsors routinely submit updates on projects that were previously approved for funding by the RTC. Changes in project scope, schedule, and funding information must be amended into the Regional Transportation Improvement Program (RTIP). Following approval by the RTC, changes to federally-funded projects must also be amended in the Federal Transportation Improvement Program (FTIP), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). Changes to State Transportation Improvement Program (STIP)-funded projects are subject to concurrence from the California Transportation Commission (CTC).

DISCUSSION

In February 2013, the Regional Transportation Commission (RTC) programmed $225,000 in Regional Surface Transportation Program Exchange (RSTPX) funds to the City of Scotts Valley for the Scotts Valley Drive Slurry Seal and Restriping project from Bean Creek Road to Victor Square (1.4 miles). Bids for this section of road ($164,000) were significantly lower than original estimates ($294,000) and the City is requesting (Attachment 2) to amend the RTIP to expand the scope of the
project in order to utilize the full $225,000 of RSTPX funds. **Staff recommends that the RTC adopt a resolution (Attachment 1) amending the Regional Transportation Improvement Program (RTIP) to reflect updates to this roadway preservation project.**

This project is currently under construction. If the RTC does not approve this amendment the City could only utilize RSTPX funds for costs associated with the project scope originally approved by the RTC. Consistent with the RTC’s Rules and Regulations and the RTC’s agreement for RSTPX funds with Caltrans, cost savings would return to the RTC for future programming as part of a competitive grant program.

**SUMMARY**

Staff recommends that the RTC amend the *Regional Transportation Improvement Program (RTIP)* to expand the scope of the Scotts Valley Drive roadway preservation project, previously programmed to receive $225,000 in Regional Surface Transportation Program Exchange funds (RSTPX).

Attachments:
1. Resolution
2. Letter from City of Scotts Valley

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*I:\RTIP\2012 STIP\RTIPamendSept2013_SR.doc*
RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission on the date of September 19, 2013 on the motion of Commissioner duly seconded by Commissioner

A RESOLUTION AMENDING THE 2012 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM TO EXPAND THE SCOPE OF THE SCOTTS VALLEY DRIVE ROADWAY PRESERVATION PROJECT

WHEREAS, the Santa Cruz County Regional Transportation Commission (SCCRTC) prepared and adopted a 2012 Regional Transportation Improvement Program (RTIP) consistent with the Santa Cruz County Regional Transportation Plan (RTP) and state and federal rules and regulations, in consultation and cooperation with the local lead agencies and Caltrans District 5;

WHEREAS, the SCCRTC approved $225,000 in Regional Surface Transportation Program Exchange (RSTPX) funds for the Scotts Valley Drive Slurry Seal and Restriping project from Bean Creek Road to Victor Square on February 7, 2013; and

WHEREAS, the SCCRTC requires project sponsors to obtain SCCRTC concurrence for changes to scope, schedule and costs for previously approved projects and amends the RTIP to reflect approved changes,

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

The 2012 Regional Transportation Improvement Program for Santa Cruz County is hereby amended to revise the project title and scope for the City of Scotts Valley’s Scotts Valley Drive project as follows:

a. Title: Scotts Valley Drive Slurry Seal, Rehabilitation, and Restriping
b. Location: Scotts Valley Drive from Bean Creek Road to Mt. Hermon Road to Victor Square (1.4 1.9 miles)
c. Description: Slurry seal resurfacing, rehabilitation, and restriping and marking.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS
Neal Coonerty, Chair

ATTEST:

George Dondero, Secretary

Distribution: TIP Program; City of Scotts Valley

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September 5, 2013

George Dondero, Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060
Attn: Rachel Moriconi, Senior Transportation Planner

RE: Request for amending Project Title, Description and Scope

The City of Scotts Valley requests that the Santa Cruz County Regional Transportation Commission (SCCRTC) amend the Regional Transportation Improvement Program (RTIP) to modify the project title, description and scope for the Scotts Valley Drive Slurry Seal and Restriping project (SV26). The limits of the project were originally from Bean Creek Road to Victor Square (1.4 miles). We would like to expand the scope of the project since the low bid is less than budgeted, based on the engineer’s estimate. The lower bid is due to higher than expected bidder participation as well as efficiencies gained by allowing the contractor to work extended hours and weekends.

In view of the above, we would like to use the savings realized to rehabilitate a few areas of the roadway as well as extend the limits of the project. We request that the RTIP be amended as follows.

Title: Change to Scotts Valley Drive Slurry Seal, Rehabilitation, and Restriping
Limits: Expand to Scotts Valley Drive from Mt. Hermon Road to Victor Square (1.9 miles)
Description: Slurry seal resurfacing, rehabilitation, restriping and marking

Thank you,

Majid Yamin, P.E., T.E.
Civil Engineer

tm
RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) consider approval of:

1. A passenger rail service operating plan (Attachment 1) for Train to Christmas Town proposed by Iowa Pacific Holdings (IPH) operating locally as the Santa Cruz & Monterey Bay (SC&MB) Railway; and

2. A passenger service license for SC&MB Railway to operate Train to Christmas Town from milepost 2.1 to milepost 8.6 on the Santa Cruz Branch Rail Line.

BACKGROUND

Through an administration coordination and license (ACL) agreement, the RTC provided a license for passenger rail operations between the Santa Cruz Harbor and Davenport to the Santa Cruz and Monterey Bay (SC&MB) Railway. The ACL agreement license requires that an operating plan be approved by the RTC. In 2012 the RTC approved an operating plan for a holiday service train from the Santa Cruz boardwalk to Wilder Ranch. SC&MB Railway operated Train to Christmas Town in November and December of 2012. For 2013, SC&MB Railway proposes operating Train to Christmas Town from Watsonville due to railroad bridge rehabilitation work that will begin soon on the La Selva Beach bridge.

DISCUSSION

Bridge rehabilitation work will begin on the La Selva Beach bridge soon and the bridge will not be usable for train traffic until the work is completed. This means that SC&MB Railway will not be able to move equipment into Santa Cruz for the Train to Christmas Town holiday train operation. Therefore, SC&MB Railway plans to run Train to Christmas Town from Watsonville and has submitted an operating plan (Attachment 1) for RTC consideration.

Train to Christmas Town will begin from Ohlone Parkway in Watsonville where a train station and parking facilities will be set up. The train will travel towards Santa Cruz for approximately six miles to a Christmas Town set. This would be along San
Andreas Road between Spring Valley Road and south of Manresa State Beach. The train will be traveling through an industrial area, farmland, sloughs and more isolated areas of the southern part of Santa Cruz County with few grade crossings.

The track in the southern part of Santa Cruz County has been operated at excepted track; therefore, SC&MB Railway will improve the track to Class 1 to allow passenger operations. After the work is done to upgrade the track, SC&MB Railway will notify the Federal Railroad Administration (FRA) of the upgraded track. The FRA will be able to inspect the track before passenger operations begin to ensure that it is at Class 1.

SC&MB Railway has been working with an adjacent property owner at Ohlone Parkway to lease the property needed for the parking facilities and train station. The Christmas Town set will be on rail line right-of-way. SC&MB Railway has also been working with the City of Watsonville to develop the operation and to secure the necessary permits. Once established the train station and Christmas Town set will have 24-hour security.

Train to Christmas Town will operate from November 22nd to December 29th with up to four trains per day. Exhibit C to Attachment 1 is a trip calendar showing the anticipated departure times throughout the holiday season. SC&MB Railway anticipates a ridership of at least 12,000. The marketing plan will include Santa Cruz County, the Salinas Valley and the Monterey Peninsula. SC&MB Railway plans to employ local residents for the operation and to use local product suppliers.

SC&MB Railway and Iowa Pacific Holdings staff will be at the meeting to present their operating plan and address any questions. SC&MB Railway requires approval from the RTC for the operating plan and a license to operate passenger service from Watsonville to south of Manresa State Beach. Therefore, staff recommends that the RTC consider approval of the operating plan (Attachment 1) for Train to Christmas Town from Watsonville and a passenger service license to SC&MB Railway to operate Train to Christmas Town from milepost 2.1 to milepost 8.6 on the Santa Cruz Branch Rail Line.

SUMMARY

Due to the bridge rehabilitation work, SC&MB Railway would like to run Train to Christmas Town from Watsonville in 2013. Attachment 1 is their proposed operating plan. Staff recommends that the RTC consider approval of the operating plan and approval of a passenger service license to operate the service.

Attachments:
1. IPH/SC&MB Railway Train to Christmas Town Operating Plan

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2013
Train to Christmas Town
OPERATING PLAN

Santa Cruz & Monterey Bay Railway

Prepared by
Debra Goodman, Iowa Pacific Holdings Special Events Director
Jeffrey Weeks, Santa Cruz and Monterey Bay Ry General Manager
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  Equipment: Locomotives and Coaches
  Rail Line
Background and Overview

Iowa Pacific Holdings (IPH) is producing major holiday events on nine railroads in American and the UK this holiday season. These events constitute a major portion of our annual passenger business and attract riders from a 3 hour drive time radius regularly with some customers traveling from even greater distances. In addition to being a critical portion of our business model, these events provide significant economic development in the areas that they are produced. Our ridership at these events ranges from 10,000 to over 40,000.

IPH intends to produce our proprietary event, The Train to Christmas Town, at the Santa Cruz & Monterey Bay Railway out of Watsonville. This very special event will be produced Coast to Coast in 2013, as we’ll also be producing this event on our Cape Cod operation as well as in Southern Colorado.

Management / Organization

Organizational Chart:
The Organizational Chart is based upon the successful event operations at previously IPH produced Holiday Events. It recognizes the distinct management needs of Railroad Operations and Event Operations.

The Organizational Chart for a holiday event of the size projected for Santa Cruz is attached as Exhibit A.

Railroad Management:
The Santa Cruz & Monterey Bay Railway is operating under the direction of a professional management team from Iowa Pacific Holdings (IPH). The local operation is overseen by Jeffrey Weeks, General Manager. Additional passenger operations administration is being provided by: Mark Westerfield, Assistant to Vice President, Operations; Kevin Busath, Vice President of Strategic Development; Mike McConville, Vice President, Railroad Operations; Angela Arias, Vice President Sales and Marketing, Passenger Operations; Howard Clarke, Vice President, Finance; Ed Ellis, President.

Event Management:
The event management is under the direction of Santa Cruz & Monterey Bay Ry General Manager, Jeffrey Weeks. Mr. Weeks will be assisted by IPH Special Events Director, Debra Goodman. Miss Goodman will be on location for the development of this event in order to provide the most intensive oversight of all the holiday events being produced by IPH. Additionally, an Event Manager will be hired to oversee the day to day operations of the event with a projected start date of October 1. The Event Manager will be trained in all aspects of the event development and management.

The Event Managers at each of the many IPH Holiday Event locations draw upon each other’s experiences and strategies in order for each operation to have a peer group of team members with insight on the abundant nuances of the event production. This is facilitated through a weekly conference call that includes all Event Managers and other team members from the Corporate Offices.

Christmas Town OPERATING PLAN

Santa Cruz & Monterey Bay Railway

2013
**Human Resources Management:**
Recruiting and hiring will be administered with oversight from IPH Vice President of Human Resources and Corporate Legal Counsel, Dan Marko. All hired staff will have passed background checks and drug tests. They will be recruited from the Santa Cruz county area.
State/Federal law compliance will be administered with oversight from Dan Marko.
All employee work performance problems and employee grievances will be administered with oversight from Dan Marko.
The staff payroll will be processed by IPH’s corporate Human Resources Department in Chicago, Illinois with oversight from Dan Marko.

**Sales and Marketing**

**Marketing:**
Event Marketing and Public Relations will be developed and managed by IPH Vice President of Passenger Sales and Marketing, Angela Arias and IPH Director of Marketing, Sarah Munley. The website and graphic design will be produced by IPH Webmaster/Graphic Designer, Phil Beachler. Marketing assistance will be provided by IPH Marketing Coordinator, Courtney Harris.
An aggressive poster/flyer distribution campaign will be performed by locally hired “Ambassadors” who will also be responsible for local community public relations. Additionally, two event spokespeople from our 2012 staff will be responsible for radio and television appearances as well as print media interviews. These staff will appear as the train Conductor, and Bumblebee the Polar Bear, the most popular of the event characters.
It is projected that IPH will invest upwards of $65,000 in the marketing effort for the holiday event in Santa Cruz County. The marketing effort will encompass Santa Cruz County, and reach out onto the Monterey Peninsula and southwards to include the Salinas area.

**Ticket Sales:**
Ticket sales will be facilitated through three channels:
- Online: Using Fulgen Technologies software available on a unique event website.
- Via Telephone: Using a toll-free phone number and IPH Central Reservations in Southern Colorado where approximately 20 trained reservationists staff a call center with 24 hour, 7 day per week working hours.
- On site: With locally hired and trained Ticket Agents who will be available at the departure station during normal business hours, 7 days per week beginning approximately one-month prior to the event start date.

**Customer Service:**
Customer Service will be provided via phone and email through the IPH Central Reservations offices in Colorado and on site by the Ticket Agents and Event Manager. All agents will be provided with specific policies and procedures for customer service resolution. The Special Events Director is responsible for the development and administration of these policies and procedures and can authorize additional measures as needed on a case by case basis. IPH remains committed to resolution of all customer service concerns with the goal of turning a challenge into an opportunity as we feel that customers whose concerns are addressed professionally and cheerfully can become the most loyal customers of all.

**Christmas Town OPERATING PLAN**  
*Santa Cruz & Monterey Bay Railway*  
2013
Event Operations

Event Task Management:
   A unique task list and timeline will be developed for this event based on an extensive and proven Holiday Event Task List Template. An excerpt of this Template is attached as Exhibit B. This list outlines the tasks according to project category, assigns each task to the individual responsible and specifies the start and end date for each task accomplishment.
   The Template will be customized for this event by the Special Events Director. Weekly meetings with the team responsible for its implementation are held with an update report for each task provided by the responsible individual. Compliance with the master task list is overseen by the Event Manager and General Manager with oversight from the Special Events Director.

Station:
The Santa Cruz and Monterey Bay Railway will construct a station for passenger boarding located in Watsonville on leased property adjacent to the railroad right of way with real estate negotiations managed by IPH Vice President of Real Estate Development, Todd Cecil. Proper legal and liability protections will be in place for the location property owner(s).
   The station will be constructed of rented circus type tents and a portable office structure. It will have 24/7 security once erected and throughout the event season.
   A ticket office will be located at the station area with a computer, telephone, cash register and event information. It will be staffed by IPH locally hired and trained Ticket Agents who will be able to provide event information, local area information, ticket sales and customer service.
   A Gift Shop with railroad memorabilia and souvenirs as well as event specific toys and souvenirs will be located within the station area. This gift shop will be merchandised by IPH Corporate Merchandise Specialist, Kiki Newton under the direction of the Special Events Director and remain open during the duration of the event, and staffed by locally hired Gift Shop Clerks.
   Portable restrooms will be available at the station area in addition to restroom facilities available on the train. The portable restrooms will be serviced by the company from which they are leased with additional maintenance provided by event staff.
   Storage will be located at the station area utilizing a storage container to be located near the station area. The storage will be secure and water tight and will house the event supplies and gift shop merchandise.
   A Parking area will be prepared with over 200 parking spots, including spots designated for disabled passengers. The parking area will receive site improvements that will include grading, surfacing with gravel, fencing and staking to indicate rows. There will be a $5 per auto parking fee, collected at the entrance to the parking area. Parking attendants will assist customers as they enter, park and exit the parking lot.

Event Staff:
The Event Staff will include Parking Attendants, Security Guards, Ticket Agents, Gift Shop Clerks, Production Assistants, Sound Techs, Cast Members, Food & Beverage staff and Administrative Assistants. There will be entry level as well as supervisory and management positions.
   These staff will be hired from the Santa Cruz County local market area and will be selected according to their talent and experience. The jobs will be seasonal with both part time and full time positions available. It is projected that approximately 75 event staff will be hired for this holiday
event. The jobs will begin in late October and last until mid January. Wages will range from $8.50 per hour to $20 per hour.

The staff will be hired through IPH Human Resources procedures and selected, trained and managed by the Event Manager with oversight from the Special Events Director.

The railroad operations staff will include existing IPH staff and locally hired individuals. The railroad operations staff will be appointed and/or hired through IPH Human Resources and will be trained and managed by the Railroad General Manager, Jeffrey Weeks. These positions include Engineers, Conductors, a Station Manager, Locomotive and Coach Maintenance staff and a rail maintenance crew.

**Food & Beverage**

Hot cocoa and cookies will be served to riders on board the train. The cookies will be provided by a local catering company selected for their ability to handle this volume, deliver fresh daily and provide a delicious cookie with consistent quality. The cocoa ingredients will be purchased from a local food distributor and selected for quality of taste and texture. It will be prepared in the on-train galleys or a commercial kitchen near or in the station. The finished hot cocoa will be stored in five gallon food grade cambros and then poured for each departure into disposable hot beverage cups with lids. The cocoa and cookies will be delivered to each seat by the on-train staff members and will be followed by napkin and cup pick up. Customers who have food allergy concerns will be encouraged to bring their own refreshments in order to guarantee safety. There will be staff members dedicated to addressing any spills that occur during the ride.

First class passengers will be provided with a souvenir ceramic mug. The disposable cup will be the correct size to slide right into the mug so they can use their mug without creating a sticky mess to tote home in the car.

**Departure Schedule**

The event will operate according to the Departure Schedule outlined in Exhibit C. Each departure will hold approximately 350 passengers in 3 classes of service: Diamond Class, Premium Coach Class and Coach Class.

There will be 12,000 seats available for sale at the time of the Marketing Launch, with additional departures added according to the Departure Schedule, according to consumer demand, between November 22 and December 29, 2013.

**Christmas Town Set**

A Christmas Town set will be located approximately 6 miles from the station location. We will utilize the Christmas Town set as constructed for the 2012 Train to Christmas Town event in Santa Cruz which will be erected using local contractors. It will be protected by locally hired Security Guards who will maintain a presence 24 hours per day 7 days per week while the set is in place.

The set is constructed of wood and hardware, the surface painted for protection and decoration, and is enhanced with holiday lights and embellishments. It includes building façade structures and a Santa sleigh and reindeer. Permitting needs are being researched and obtained by event staff with oversight from General Manager, Jeffrey Weeks.

The location of the set will be on railroad right of way at an area with road access. Passengers remain on board the train while visiting the set, they view it through the windows while the train passes ever so slowly by. The time spent viewing the set is approximately five minutes.
Railroad Operations

Railroad Operating Agreements:
The railroad will operate under the Administration Coordination and License Agreement with the Santa Cruz County Regional Transportation Commission.

Equipment:
Diesel powered Locomotives will be provided by IPH. The Coaches will include three classes of service: Diamond Class, Premium Coach and Coach. There will be approximately 350 seats available per departure. The Coaches will be transported to the site from their current locations for this event. They will arrive by mid October to insure time to prepare them for the event with decorations and be available for dress rehearsals by the Cast Members prior to the event start date.

Rail Line:
The rail line will be from the station area constructed by Santa Cruz and Monterey Bay Railway in Watsonville westward to the Christmas Town set approximately 6 miles from the station. The line will be upgraded and maintained by IPH and will allow approximately 10 mile per hour travel with the railroad consist. The improvement and maintenance will be administered under the direction of General Manager, Jeffrey Weeks.
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<td>Source/Install Equipment</td>
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### Trip Calendar

**Train to Christmas Town, 2013**

**Key:**
- **Phase One**: Phase One seats will be available for sale upon marketing launch.
- **Phase Two**: Phase Two seats will be added according to consumer demand.

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<th>Late Mantinee - Departure Time: 4:00 pm</th>
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TO: Regional Transportation Commission Transportation Policy Workshop

FROM: George Dondero, Executive Director

RE: Highway 1 Corridor Investment Program

______________________________

RECOMMENDATION

This item is informational.

______________________________

BACKGROUND

At the September 2013 Regional Transportation Commission (RTC) meeting, Commissioners requested information about the history and costs of the Highway 1 Corridor Investment Program and the development of the Constrained Project list for inclusion in the 2014 Regional Transportation Plan.

DISCUSSION

Highway 1 Corridor Investment Program

Past and Future Projects

Understanding that the Highway 1 corridor has historically been the main travel thoroughfare in Santa Cruz County, carrying the bulk of travel along the narrow coastal shelf between the mountains and the ocean, the RTC has continuously pursued improvements to this corridor. Work began with the Highway 1 Mission Street Widening project ($10.5M in right of way and construction costs) which was completed in 2005, moving on to the Highway 1/17 Interchange Merge Lanes ($52M construction) which was completed in 2008, and most recently to the Highway 1 Soquel/Morrissey Auxiliary Lanes ($20M total costs) project currently underway. To fund the Mission Street and 1/17 Interchange Highway 1 projects, the RTC saved 18 years of allocations of the region’s share of discretionary State Transportation Improvement Program (STIP) funds. Funding for the Soquel/Morrissey Auxiliary Lane project was secured via a competitive allocation of voter-approved Proposition 1B Corridor Mobility Improvement Account (CMIA) bonds. Moving the Soquel/Morrissey Auxiliary Lane project forward to take advantage of the CMIA funds impacted the delivery schedule for the environmental impact analysis for the full Highway 1 Santa Cruz to Aptos project. In addition to the construction costs, other project costs can include: environmental review, design, right of way, construction support, and landscaping. An overview map of projects in the Highway 1 Corridor is attached (Attachment 1).
Tiered Approach

Due in part to an early understanding that the Federal Highway Administration (FHWA) required a fully-funded project as a condition of environmental approval, the full Highway 1 High Occupancy Vehicle (HOV) lanes project was included in the 2005 and 2010 versions of the Regional Transportation Plan. This was confirmed in early 2011 by a FHWA letter notifying the RTC that federal rules for projects over $500M to have a reasonable funding plan would be more aggressively enforced and that the funding plan in the RTP that included a sales tax not yet approved would not be acceptable. Subsequently, the FHWA proposed the tiered environmental document approach which includes a program level analysis of the entire Highway corridor from Santa Cruz to Aptos and identifies smaller projects with independent utility to be developed, designed, and constructed as funding is available. The RTC approved this approach August 18, 2011 and changed the name of the project to reflect this approach from the Highway 1 HOV Lanes to the Highway 1 Corridor Investment Program. The logo for that project is attached (Attachment 2). In November 2011, a report was provided to the RTC outlining this approach (Attachment 3) and also suggesting that a future local revenue measure would include roughly 30% to Highway 1 projects for a 25-year total of approximately $105M (equates to $92M for 22 years). Note that this is equivalent to the total in the current RTP constrained project list for Highway 1 projects covering 22 years ($92M). The Fact Sheet for the Highway 1 Corridor Investment Program is attached (Attachment 4).

Highway 1 HOV Project Costs

As with any project, costs are subject to change as the vision and approach to the project changes from the initial conceptual design through preliminary design and environmental review, and preparation of final engineering plans and specifications, plus right of way acquisition. Attached is a summary of costs associated with the Highway 1 Corridor project (Attachment 5). As shown in the attachment, costs have changed over time to reflect more detailed design or a phased implementation effort. Attachment 6 is excerpted from the RTC-approved RTP project list showing the estimated costs of nine individual projects. Some confusion has arisen because there is a separate project listed as # 91: RTC 24 called the Highway 1: HOV Lanes from Morrissey to San Andreas Rd with Constrained or Unconstrained funding listed as “$0”. This project RTC 24 is the Hwy 1 Corridor project in its entirety and is listed as a placeholder in case unexpected funding becomes available for the whole project, such as was the case from the voter approved Proposition 1B CMIA funds for the Soquel/Morrissey Auxiliary Lanes Highway 1 project. As noted in the description, this entire project is comprised of separate, stand alone projects #RTC 24 f, e, g, h, i, j, a, m and RTC 30 and thus the cost for this project is not included again in order to not double count the cost of the Hwy 1 corridor projects.

As referenced at the September RTC meeting, a Mobility Plan including a Highway 1 project was approved by the RTC-convened Transportation Funding Task Force by members present and voting in November 2007. This plan included $300M for a
category called Congestion Relief which included the Highway 1 HOV lanes and a Transportation Demand Management program. The $300M for Congestion Relief/Highway 1 did not represent the total project costs, but rather that portion to come from the prospective sales tax measure. The remaining funding needs were expected to come from STIP and other sources.

**RTP Update Process**

*Steps, Approvals, Public Participation*

Based on California’s Greenhouse gas emission legislation SB 375, the RTC and AMBAG staff began updating the Regional Transportation Plan (RTP) and Metropolitan Transportation Plan (MTP) immediately following adoption of the 2010 RTP/MTP. After workshops, presentations, consultation with advisory committees and partners, the RTC, approved the Goals, Policies, and Targets in May 2012 based on the STARS sustainability framework. Project lists were solicited beginning in Fall of 2012 with an understanding of the performance measures to be used. Great lengths were pursued to solicit input from Commissioners, partners, advisory committees, and the public on the project lists. In addition, AMBAG staff held concurrent workshops, surveys and opportunities for input on the project lists to be included in the scenario planning for the sustainable communities strategy. Attached is a timeline showing the numerous opportunities for input from the RTC and local jurisdiction project sponsors on the transportation project lists for the 2014 RTP (*Attachment 7*).

**Projects**

In addition to the Highway 1 projects in the approved list of transportation projects to be included in the 2014 Regional Transportation Plan, there are over 500 individual projects from local jurisdictions, Caltrans, CHP, Consolidated Transportation, County Health Agency, Ecology Action, RTC, Santa Cruz METRO, Seniors Council, UCSC, Volunteer Center, Watsonville Airport and other various agencies. The approved list is on the RTP page of the RTC’s website.

Even though there is a multitude of federal, state and local funding sources included in the RTP, the reality is that most are dedicated for specific uses and the RTC has discretion over very few funds. This results in approximately $550M in projected revenues from four sources: the State Transportation Improvement Program (STIP), the Regional Surface Transportation Program (RSTP), a local sales tax and a vehicle registration fee. Designating all of these discretionary funds to the Hwy 1 Corridor project is problematic because: it would take all of the available funds leaving none for the above listed projects and implementing entities; and it would not achieve a balanced approach to meeting agreed upon sustainability targets such as greenhouse gas emission reductions, health, safety and equity. The full Hwy 1 Corridor project could not be completed in its entirety within this timeframe even if all the discretionary funds were used for this project.

*What is different from last RTP*
It's important to note that requirements for the RTP have changed since the last version. As mentioned earlier, SB 375 requires the RTP/MTP to demonstrate greenhouse gas emission reductions to reach regional targets. In addition, the RTC approved and funded a STARS approach for this RTP update resulting in targets for access, travel time reliability, safety, equity, health, economy, bicycle/pedestrian network quality, and system maintenance. The transportation project list approved by the RTC at their August 15, 2013 Transportation Policy Workshop works toward balancing the advancement of all of these targets.

Letters from Commissioners regarding RTP projects are attached (Attachments 8 and 9).

SUMMARY

At the request of Commissioners information is provided in this report about the history and costs of the Highway 1 Corridor Investment Program and the development of the Constrained Project list for inclusion in the 2014 Regional Transportation Plan.

Attachments:
1. Map of Highway 1 Corridor projects
2. Highway 1 Corridor Investment Program logo
3. 11/7/2011 Staff Report to the RTC from Executive Director George Dondero
4. Highway 1 Corridor Investment Program Fact Sheet
5. Highway 1 Corridor Improvement Program – Cost Estimates Over Time
6. Excerpt from RTC-approved RTP project list
7. Timeline for RTC and Local Jurisdiction/Project Sponsor Input on Project Lists for the 2014 Regional Transportation Plan
8. Letter from Commissioners and County Supervisors Coonerty and McPherson to AMBAG
9. Letter from Commissioner and Mayor Johnson to RTC and AMBAG
Highway 1 - Local Projects Overview

- **Highway 1/17 Merge Lanes Project** - Completed in 2008
- **Mission Street Widening Project** - Completed in 2005
- **Highway 1 Soquel/Morrissey Auxiliary Lanes Project** - Complete Construction in 2013
- **Highway 1 41st/Soquel Auxiliary Lanes** - Environmental Analysis Phase
- **Highway 1 Corridor** - Planning and Environmental Phase Underway

Poppy Photo Credit: Jeff Larson

RTC Created Map 1/12/12
ATTACHMENT 2

Highway 1 Corridor Project Logo
AGENDA: November 17, 2011

TO: Regional Transportation Commission
FROM: George Dondero, Executive Director
RE: Highway 1 Corridor

This item is for information only

BACKGROUND

At the October meeting, the RTC directed staff to provide a report on the time it would take to complete improvements on the Highway 1 corridor in Santa Cruz County. The RTC will make programming decisions to fund regional and local projects with State Transportation Improvement Program (STIP) funds at the December 1 RTC meeting and there have been several focused discussions regarding how to fund a growing backlog of unfunded transportation needs in the County.

DISCUSSION

The Project

The RTC has been developing preliminary design and environmental documents to reduce congestion and encourage alternative mode choices in the Highway 1 corridor since 2003. A draft environmental document is going through administrative reviews and is scheduled for public release in summer of 2012. Originally the project was conceived as looking at several alternatives, which over time were conflated to two build options for the corridor, between the Morrissey Blvd. and Larkin Valley/San Andreas Road interchanges.

In early 2011 the RTC was notified by the Federal Highway Administration (FHWA) that federal rules defining what constitutes a reasonable funding plan for a project over $500 million in cost would henceforth be more aggressively enforced. The RTC’s funding plan for the project, currently known as the Highway 1 HOV Lane project, does not qualify under the stricter enforcement of federal rules. The FHWA then proposed a way for the RTC to complete the EIR and get federal approval on the document by changing the approach to the project. The approach was described in previous staff reports and is called a “Tier 1 and Tier 2” environmental document. The Tier 1 document includes most of the technical environmental studies and much of the preliminary design work that was developed for the HOV Lanes project. However, the Tier 1 document will be utilized as a planning level study from which specific smaller projects may be developed, designed and built. These individual projects are the Tier 2 projects. This updated approach to completing the EIR has several characteristics which do more than just meet the
The tiered approach allows the RTC to retain the value of its $12M investment in the project and to make smaller incremental improvements in the corridor as future funding opportunities allow. In today’s unpredictable and anemic economy, this is an important shift in policy and provides advantages to the RTC. Under the previous approach which identified two build alternatives, one at $250M and one at $500M, even the most optimistic projections for future revenues would not completely fund one of the alternatives in a reasonable time frame. With the Tiered approach several smaller projects, many of which have already been identified (Attachment 1), could be built as funding becomes available.

The question of which projects should be funded is being considered by staff now working on the 2014 update to the RTC’s Regional Transportation Plan (RTP), using metrics and tools being developed to help the region look at future funding decisions based upon principles of sustainability as it pertains to the triple bottom line – planet, people and prosperity. In the near future staff will be presenting material pertinent to how sustainability metrics could broaden the perspective of the RTP and make it a more useful planning and decision making tool.

**Funding Scenarios**

As previously stated, projections of future available funding for transportation projects are very difficult to make under current economic conditions. However, in an attempt to fulfill the RTC’s request, some “educated guess” scenarios will be proposed. These will be made for a 25 year time frame, a common planning horizon.

**Status Quo**

This projection assumes no substantial changes in funding sources currently available. State Transportation Improvement Program (STIP) funds are generally considered most appropriate for larger and regional projects. For the 2012 STIP cycle, the RTC is allotted $8.9 M (recently reduced from $9.25M). STIP allocations are made every two years and can vary from approximately $5M to $9M, which means that over 25 years approximately 12 STIP cycles would yield about $60M to $108M.

The RTC also receives about $2M annually in federal Regional Surface Transportation (RSTP) funds. These funds are more flexible than STIP funds, and have traditionally been applied to a wide range of project types including local road improvements, bike and pedestrian projects, state highway projects and improvements on the branch rail line to name a few examples. Because the demand on these funds is great and not likely to diminish soon, this scenario will assume that no RSTP funds will be directed to fund any Tier 2 projects on the Highway 1 corridor.
Local Sales Tax Measure

In 2007 the RTC held discussions about passing a local ½-cent sales tax measure, but in early 2008 the plans were put on hold due to a weakening economy. Under current law a 2/3 majority of the vote would be needed to pass a measure. Over the past decade there have been several bills floated in the state legislature to lower that majority to 55%, as was done successfully for education purposes. It is unclear when or if such a measure will pass in the near future, but for the sake of this discussion let us assume that it does, and that the RTC could take a measure to the voters in 2014 and that it would pass. Based upon past polling of likely county voters, the expenditure plan for such a measure would have to include a mix of transportation projects and programs to gain adequate voter support. For discussion purposes only, let us assume that the expenditure plan would be divided as:

- 30% to local streets and roads
- 30% to transit (bus and rail)
- 30% to Highway 1 improvements
- 10% to other programs such as Freeway Service Patrol, Traveler Information, Commute Solutions rideshare, educational and other bike/ped programs, etc.

A ½ cent sales tax currently generates about $14M annually. Although this amount might grow with inflation, so would the costs for projects and programs. For simplicity we will not include inflation in this estimate nor will we assume any economic growth. Over 25 years, the amount dedicated to Highway 1 would be approximately $4.2M per year, or $105M total. If we add this to the estimated yield from the STIP, approximately $165M to $213M total would become available for Highway 1 Tier 2 or other regional projects.

Other Potential Funding

From time to time opportunities arise to fund projects that are essentially “one time” events. Proposition 1B passed in 2006 is an example, and is the source of funds to construct the Soquel-Morrissey Auxiliary Lanes project which is now out to bid. Another example would include the federal stimulus packages of 2009. Typically these programs require that most of the environmental and design work be completed for a project to compete. The RTC’s use of the Tier 1 – Tier 2 approach aligns well with having projects ready for future one-time opportunities. The time and cost to produce the smaller Tier 2 project environmental documents will be compact, especially when compared to the effort invested to date. It is not possible to know when the next one time opportunity will manifest, but it is reasonable to assume that the RTC could pursue a policy of having at least one Tier 2 document prepared or “shelf ready” at any given time, to ensure that no future funding opportunities are missed.
Potential Projects

The Highway 1 Project Development Team has developed a list of potential stand alone projects on the corridor which could be built as funding becomes available. These include a number of auxiliary lanes and three bike/pedestrian overcrossings. Other potential projects could include creation of new park and ride lots to encourage and support car pooling, van pooling and transit use. If a sales tax measure is approved by the voters with a significantly higher percentage of funding for a longer period going to Highway 1 projects and such funding is used to leverage state and federal funding opportunities, it may be possible to build the improvements in the Tier 1 HOV lanes alternative sooner. However, such a scenario is not certain.

SUMMARY

This report provides some possible funding scenarios for improvements on the Highway 1 corridor. It is not likely that funding for all improvements identified as the HOV Lane project costing $500M will be funded. However, there is potential to fund some improvements on the corridor under different funding assumptions. Using the Tier 1 – Tier 2 environmental document as a strategy, the RTC could position smaller projects for future funding opportunities.

Attachments:
1. Draft list of potential Tier 2 projects on Highway 1
Program Elements:

- Auxiliary Lanes
- 3 Bike/Pedestrian Bridges
- Upgraded Interchanges
- Ramp Metering
- HOV/Carpool/Transit Lane

Existing Conditions

Highway 1 is the most heavily traveled roadway in Santa Cruz County. As travelers know, the roadway is congested several hours a day creating unpredictable travel times, emergency response delays, and spill-over effects on local streets and neighborhoods. Since 1997, starting with the Mission Street Widening project, the Santa Cruz County Regional Transportation Commission (RTC) has been working with Caltrans, the Federal Highway Administration, local jurisdictions, and other partner agencies to implement projects that increase the efficiency and safety of the Highway 1 corridor, and keep longer distance trips on the highway.

Although the Highway 1 is a state highway, the state does not directly fund more than ongoing roadway safety and operational repairs. Rather, the local transportation planning agency (RTC) is the entity that must designate and allocate funds for specific projects, then secure state approval. Funding to meet the current demand on this regionally significant transportation corridor is well beyond the amount our region typically receives on an annual basis. Moreover, the amount of funds received from state and federal sources is not reliable nor predictable, and therefore it is not possible to construct all the project elements in the corridor as one project. Instead the RTC is moving forward with a series of smaller projects that can be paid for as funding becomes available (such as auxiliary lanes) as a way of working towards the larger goal. If voters approve a local and reliable source of transportation funding, as has been done in counties with over 85% of the state’s population, projects on the corridor can be delivered quicker and take advantage of economies of scale.

Current Activities

The RTC is working with the Caltrans and the Federal Highway Administration (FHWA) on a Tiered Environmental Report that will identify cumulative impacts, costs, and benefits of projects in the Highway 1 corridor from Santa Cruz to Aptos, so that the community can choose the preferred longterm configuration of the highway in this corridor. Analyzing cumulative environmental impacts of the longterm goal for the corridor is called a Tier 1 environmental analysis. This document will also include detailed analysis and documentation (referred to as Tier 2 environmental study) to allow construction to move forward on the next project in the corridor, a bike/pedestrian overcrossing of Highway 1 at Chanticleer Avenue and auxiliary lanes between 41st Avenue and Soquel Drive.
This section of Highway 1 is the busiest carrying on average over 108,000 vehicles a day, between the busiest intersections in the county carrying 24,000 on Soquel Drive and 46,000 on 41st Avenue. The bike/pedestrian crossing will provide a safer alternative to cross Highway 1 thereby promoting alternative travel modes, while improving the efficiency of the existing corridor, and reducing conflicts at the existing interchanges and improving motorist safety.

**Estimated Project Costs**

(Figures are shown in rounded, 2015 dollars)

<table>
<thead>
<tr>
<th>Project Components</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Review</td>
<td>Secured</td>
</tr>
<tr>
<td>Final Design &amp; Specifications</td>
<td>$2,850,000</td>
</tr>
<tr>
<td>Right-of-Way Acquisition</td>
<td>1,550,000</td>
</tr>
<tr>
<td>Construction Management &amp; Survey</td>
<td>3,500,000</td>
</tr>
<tr>
<td>Construction</td>
<td>19,500,000</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$27,400,000</td>
</tr>
</tbody>
</table>

*Funds Secured for Environmental Review only.

Of the $27.4 million balance needed $4.0 million has been programmed to date.

**Milestone Schedule**

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete Technical Studies</td>
<td>Spring 2013</td>
</tr>
<tr>
<td>Publish Final Environmental Document</td>
<td>Spring 2015</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Design/Right of Way Acquisition</td>
<td>2015-2016</td>
</tr>
<tr>
<td>Construction</td>
<td>2016-2017</td>
</tr>
</tbody>
</table>

**Stay Informed About Highway 1 Projects**

If you wish to receive information, contact the SCCRTC at:

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

To continue receiving information about Highway 1 and other projects, subscribe to the E-newsletter on the SCCRTC website: www.sccrtc.org/enews.
## Cost Estimates Over Time

**September 2013**

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002-2003</td>
<td>$303 million (State Park- Morrissey)</td>
</tr>
</tbody>
</table>

The Project Study Report (conceptual design phase) for HOV lanes between State Park Drive to Morrissey Boulevard estimated the total project cost (including environmental review, design, right-of-way, and construction) as $303 million, escalated to potential construction dates 2010-2013.

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004-2007</td>
<td>$360 million (San Andreas/Larkin Valley- Morrissey; reduced median footprint) $490 million with financing</td>
</tr>
</tbody>
</table>

The cost was revised in 2004 to extend the southern limits of the project from State Park Drive to Larkin Valley/San Andreas Road and assumed lower cost non-standard (narrow) median widths. The $360 million cost estimate did not include the costs associated with bonding against proposed sales tax revenues (in order to accelerate delivery). The financing plan developed for Measure J assumed $369M would be funded by a new sales tax measure, $130 million in financing/debt service costs, and the balance to be funded from state and federal sources. In 2007, the Transportation Funding Task Force recommended $300 million for the HOV and TDM programs from a new sales tax measure.

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>$500 million (2010$; excludes financing and Soquel-Morrissey Auxiliary Lanes)</td>
</tr>
</tbody>
</table>

Estimated cost based on engineering review by Caltrans to identify potential design exceptions where the project footprint could be reduced to minimize project impacts to the natural or built environment without compromising operation or safety standards. This estimate incorporates bicycle and pedestrian improvements where necessary to reconstruct arterial crossings to accommodate the highway widening (i.e. La Fonda Avenue Overcrossing).

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013*</td>
<td>$586 million (if built as one project) $608 million (phased approach - sum of 9 tiered projects)</td>
</tr>
</tbody>
</table>

Cost escalated to 2015 dollars, updated based on more detailed cost analysis for reconstruction of the interchanges that will be required to accommodate the additional HOV lanes. *These costs do not include financing (bonds) or $20m for the auxiliary lane project that is currently underway from Morrissey to Soquel.
<table>
<thead>
<tr>
<th>Project Title</th>
<th>ID</th>
<th>Project Description/Scope</th>
<th>Est total</th>
<th>Total Constrained</th>
<th>Unconstrained</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCCRTC/Caltrans</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 - Hwy 1 Corridor Investment Program</td>
<td>RTC 24k</td>
<td>Tier 1 - program level design/environmental analysis to establish a Corridor Investment Program (CIP) to reduce congestion along the 9 mile section of Highway 1 between San Andreas/Larkin Valley Road (Aptos) and Morrissey Boulevard (Santa Cruz). [Projects identified below are increments of the Highway 1 CIP.]</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>2 - Hwy 1: 41st to Soquel Av Auxiliary Lanes and Chanticleer Bike/Ped Bridge</td>
<td>RTC 24f</td>
<td>Construct auxiliary lanes and a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. [Project level design/environmental analysis is currently underway as part of combined Tier 1/Tier 2 environmental effort to establish a Highway 1 Corridor Investment Program (Tier 1) and take a first step toward implementation with this project (Tier 2) upon approval of the final environmental document.]</td>
<td>$27,000</td>
<td>$27,000</td>
<td>$0</td>
</tr>
<tr>
<td>3 - Hwy 1: Park Avenue to Bay/Porter Auxiliary Lanes</td>
<td>RTC 24e</td>
<td>Construct auxiliary lanes and reconstruct Capitola Avenue overcrossing. [Part of Highway 1 CIP project (RTC 24k) but listed here as a standalone project. (EA 05-0L090)].</td>
<td>$23,000</td>
<td>$23,000</td>
<td>$0</td>
</tr>
<tr>
<td>4 - Hwy 1: State Park Dr. to Park Ave. Auxiliary Lanes</td>
<td>RTC 24g</td>
<td>Construct auxiliary lanes. [Part of Highway 1 CIP project (RTC 24k), but listed as a standalone project.]</td>
<td>$34,250</td>
<td>$34,250</td>
<td>$0</td>
</tr>
<tr>
<td>5 - Hwy 1: Reconstruct Morrissey Interchange</td>
<td>RTC 24h</td>
<td>Reconstruct Morrissey overcrossing with enhanced pedestrian and bicycle treatments (such as buffered or painted facilities) on both sides of the overcrossing, reconfigure ramps and local streets to accommodate the new interchange, and ramp metering. [Part of Highway 1 CIP project (RTC 24k), but listed here as standalone project.]</td>
<td>$35,300</td>
<td>$0</td>
<td>$35,300</td>
</tr>
<tr>
<td>6 - Hwy 1: Reconstruct Soquel Avenue Interchange</td>
<td>RTC 24i</td>
<td>Reconstruct the overcrossing with enhanced pedestrian and bicycle facilities on both sides, reconfigure ramps and local streets to accommodate the new interchange, and ramp metering. [Part of Highway 1 CIP project (RTC 24k), but listed here as standalone project.]</td>
<td>$63,300</td>
<td>$0</td>
<td>$63,300</td>
</tr>
<tr>
<td>7 - Hwy 1: Reconstruct Bay/Porter and 41st Avenue Interchange</td>
<td>RTC 24j</td>
<td>Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24k), but listed here as a standalone project.]</td>
<td>$107,500</td>
<td>$0</td>
<td>$107,500</td>
</tr>
<tr>
<td>8 - Hwy 1: Reconstruct Remaining Interchanges, Auxiliary Lanes and Install Ramp Metering</td>
<td>RTC 24a</td>
<td>Auxiliary Lanes and interchange modifications not identified as separate projects (San Andreas/Larkin Valley, Freedom, Rio Del Mar, State Park, and Park Avenue), including reconfiguration of ramps and local streets for ramp meters, enhanced pedestrian and bike treatments (such as buffered or painted facilities) in each direction and sufficient width to allow addition of HOV lanes. Includes reconstruction of 2 railroad crossings in Aptos, bridge over Aptos Creek, and bike/ped overcrossing at Trevethan. [Part of the Highway 1 CIP project (RTC 24k), but listed here as a standalone project.]</td>
<td>$250,000</td>
<td>$0</td>
<td>$250,000</td>
</tr>
<tr>
<td>9 - Hwy 1: Construction of HOV Lanes from Morrissey to San Andreas Rd</td>
<td>RTC 24m</td>
<td>Construction of High Occupancy Vehicle (HOV or Carpool) Lanes on Highway 1 from San Andreas/Larkin Valley to Morrissey Boulevard. Cost excludes auxiliary lanes, reconstruction of interchanges for ramp metering, over and under crossings, new bike/ped crossing at Trevethan, and traffic operation system (TOS) elements on the corridor. [These costs are listed separately (RTC 24 a,e,f,g,h,i,j)]. Could be expensed under a complete Hwy 1 HOV Lane project (RTC 24, $585,700) but currently expensed as a standalone project.]</td>
<td>$60,000</td>
<td>$0</td>
<td>$60,000</td>
</tr>
<tr>
<td>Project Title</td>
<td>ID</td>
<td>Project Description/Scope</td>
<td>Est total</td>
<td>Total Constrained</td>
<td>Unconstrained</td>
</tr>
<tr>
<td>---------------------------------------------------</td>
<td>--------</td>
<td>------------------------------------------------------------------------------------------</td>
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<td>---------------</td>
</tr>
<tr>
<td>91 - Hwy 1: HOV Lanes from Morrissey to San Andreas Rd</td>
<td>RTC 24</td>
<td>Construct HOV or Carpool lanes on Highway 1 from San Andreas/Larkin Valley to Morrissey Boulevard, including auxiliary lanes, reconstruction of interchanges with enhanced bike and pedestrian facilities, arterial and ramp modifications to allow ramp metering, a new bike/ped crossing at Trevethan, and traffic operation system (TOS) element. [Cost if built in entirety: $585,700. See stand alone projects (RTC f,e,g,h,i,j,a,m) for cost of incremental implementation.]</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>92 - Hwy 1: TSM Project from Morrissey to San Andreas Rd.</td>
<td>RTC 24n</td>
<td>Construct the TSM project alternative as described in the Tier 1 environmental study to establish a Highway 1 Corridor Investment Program. Project includes auxiliary lanes, modifications of interchanges with enhanced bike and pedestrian treatment, arterial and ramp modifications to allow ramp metering, a new bike/ped crossing at Trevethan, and traffic operation system (TOS) element. [Cost if built in entirety, rather than incrementally: $249,100. Assumes RTC 24f has been completed.]</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Hwy 1 Bicycle/Ped Overcrossing at Mar Vista</td>
<td>RTC 30</td>
<td>Construct a bicycle/pedestrian overcrossing of Hwy 1 in vicinity of Mar Vista Drive, providing improved access to Seaciff and Aptos neighborhoods and schools.</td>
<td>$7,550</td>
<td>$7,550</td>
<td>$0</td>
</tr>
<tr>
<td>Hwy 1 Ramp Metering: Southern Sections</td>
<td>CT-P01</td>
<td>Installation of ramp meters at interchanges from Mar Monte Ave to Hwy 129/Riverside Dr.</td>
<td>$20,000</td>
<td>$0</td>
<td>$20,000</td>
</tr>
<tr>
<td><strong>SCCRTC/Caltrans</strong></td>
<td></td>
<td></td>
<td><strong>$627,900</strong></td>
<td><strong>$91,800</strong></td>
<td><strong>$536,100</strong></td>
</tr>
<tr>
<td>ADA Paratransit Bus Replacements</td>
<td>MTD 02</td>
<td>Replace vans for ADA paratransit fleet (including Accessible Taxi program). Avg cost: $65k each for 34 vans every 5 years.</td>
<td>$13,000</td>
<td>$4,320</td>
<td>$8,680</td>
</tr>
<tr>
<td>ADA Paratransit Service - Continuation of Existing Service</td>
<td>MTD-P10C</td>
<td>Operation &amp; maintenance cost of existing Paratransit service. Avg Annual Cost: $4.6M.</td>
<td>$101,000</td>
<td>$101,000</td>
<td>$0</td>
</tr>
<tr>
<td>ADA Service Expansion</td>
<td>MTD-P11</td>
<td>Add capacity to meet increased trip demand thru 2035. Assumes 3% increase/year starting in 2010. Annual avg: $140k.</td>
<td>$3,500</td>
<td>$1,750</td>
<td>$1,750</td>
</tr>
<tr>
<td>Bike Station at Capitola Mall</td>
<td>MTD-P23</td>
<td>Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mall, UCSC, MTD project.</td>
<td>$1,000</td>
<td>$0</td>
<td>$1,000</td>
</tr>
<tr>
<td>Bikes on Buses Expansion</td>
<td>MTD-P20</td>
<td>Add additional space for bikes on buses when/if new technology becomes available.</td>
<td>$1,500</td>
<td>$750</td>
<td>$750</td>
</tr>
<tr>
<td>Bus Rapid Transit</td>
<td>MTD-P15</td>
<td>Construct park &amp; ride lots, transit centers and operate grade-separated bus rapid transit to reduce congestion on Highway 1.</td>
<td>$25,920</td>
<td>$23,328</td>
<td>$2,592</td>
</tr>
<tr>
<td>Bus Rebuild and Maintenance</td>
<td>MTD-P31</td>
<td>Rebuild engines; Fleet maintenance equipment.</td>
<td>$2,500</td>
<td>$2,500</td>
<td>$0</td>
</tr>
<tr>
<td>Bus Stop Upgrades</td>
<td>MTD-P09</td>
<td>Install, replace, repairs, and otherwise improve bus shelters and stops.</td>
<td>$8,100</td>
<td>$2,100</td>
<td>$6,000</td>
</tr>
<tr>
<td>Commuter/Subscription Bus Program</td>
<td>MTD-P18</td>
<td>Capital and operating for subscription buses to areas not currently served by express buses (similar to large vanpool).</td>
<td>$2,000</td>
<td>$0</td>
<td>$2,000</td>
</tr>
<tr>
<td>Deviated Fixed-Route Pilot Program</td>
<td>MTD-P43</td>
<td>Pilot project allowing buses to make minor route modifications to address needs of senior and disabled riders.</td>
<td>$100</td>
<td>$0</td>
<td>$100</td>
</tr>
<tr>
<td>Disaster Response Mobile Command</td>
<td>MTD-P34</td>
<td>Field unit for Disaster Response Management.</td>
<td>$500</td>
<td>$0</td>
<td>$500</td>
</tr>
<tr>
<td>Electric Non-Fleet Vehicles</td>
<td>MTD-P47</td>
<td>Replace 14 vehicles to EV.</td>
<td>$560</td>
<td>$560</td>
<td>$0</td>
</tr>
<tr>
<td>EV Fast Charging Stations</td>
<td>MTD-P48</td>
<td>Install 5 electric vehicle charging stations at transit centers.</td>
<td>$1,000</td>
<td>$1,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

*SCM(T)D*

| MTD 02 | ADA Paratransit Bus Replacements | $13,000 | $4,320 | $8,680 |
| MTD-P10C | ADA Paratransit Service - Continuation of Existing Service | $101,000 | $101,000 | $0 |
| MTD-P11 | ADA Service Expansion | $3,500 | $1,750 | $1,750 |
| MTD-P23 | Bike Station at Capitola Mall | $1,000 | $0 | $1,000 |
| MTD-P20 | Bikes on Buses Expansion | $1,500 | $750 | $750 |
| MTD-P15 | Bus Rapid Transit | $25,920 | $23,328 | $2,592 |
| MTD-P31 | Bus Rebuild and Maintenance | $2,500 | $2,500 | $0 |
| MTD-P09 | Bus Stop Upgrades | $8,100 | $2,100 | $6,000 |
| MTD-P18 | Commuter/Subscription Bus Program | $2,000 | $0 | $2,000 |
| MTD-P43 | Deviated Fixed-Route Pilot Program | $100 | $0 | $100 |
| MTD-P34 | Disaster Response Mobile Command | $500 | $0 | $500 |
| MTD-P47 | Electric Non-Fleet Vehicles | $560 | $560 | $0 |
| MTD-P48 | EV Fast Charging Stations | $1,000 | $1,000 | $0 |
Timeline for RTC and Local Jurisdiction/Project Sponsor Input on Project List for 2014 Regional Transportation Plan

Fall 2012 - Solicit input from project sponsors on projects to be included on project list.

January 2013 – ITAC – RTC Staff Reports – Provide input on draft project list and project prioritization.

March 21, 2013 – RTC Special Mtg - Approval of draft project list.

May 2, 2013 – RTC Mtg - RTC Staff Report - Provide input on the types of transportation projects that will be considered under each initial scenario as part of the scenario planning process for the 2014 Regional Transportation Plan and 2014 Metropolitan Transportation Plan.

May 16, 2013 – ITAC Mtg – RTC/AMBAG Staff Reports- Provide input on the types of transportation projects that will be considered under each initial scenario as part of the scenario planning process for the 2014 Regional Transportation Plan and 2014 Metropolitan Transportation Plan.

June 20, 2013 – ITAC MTG – RTC/AMBAG Staff Reports- Receive information on the results of the initial scenario analysis for the Santa Cruz County Regional Transportation Plan and provide input on the transportation investments that will be considered for the hybrid scenarios as part of the scenario planning for the 2014 Regional Transportation Plan and 2014 Metropolitan Transportation Plan.

June 26, 2013 – RTC Special Mtg - RTC/AMBAG Staff Reports - Receive information on the results of the initial scenario analysis for the Santa Cruz County Regional Transportation Plan and provide input on the transportation investments that will be considered for the hybrid scenarios as part of the scenario planning for the 2014 Regional Transportation Plan and 2014 Metropolitan Transportation Plan.

July 9, 2013 – Project Sponsor email request to check projects that are listed as dedicated or already programmed on project list.

July 16, 2013 – ITAC – RTC staff email notification providing full hybrid project lists and soliciting input on projects for the final constrained list.

August 8, 2013 – ITAC – RTC Staff email notification with attached staff recommended project list and link to full staff report requesting comments that they would like to be considered before RTC approves the draft list on August 15.

August 15, 2013 – RTC TPW Mtg – RTC approval of the project list for the 2014 Regional Transportation Plan (RTP) identifying constrained projects for inclusion in the Association of Monterey Bay Area Governments (AMBAG) preferred scenario for the Metropolitan Transportation Plan (MTP) Sustainable Communities Strategy (SCS) and evaluation in the program-level Environmental Impact Report (EIR).
Board of Directors  
Association of Monterey Bay Area Governments  
P.O. Box 809  
Marina, CA  93933

RE:  SCS TRANSPORTATION SCENARIO RECOMMENDATION

Dear Members of the Board:

The purpose of this letter is to submit our recommendations for the preferred transportation scenario to be included in the region's Sustainable Community Strategy (SCS).

On August 15, 2013, the Santa Cruz County Regional Transportation Commission (SCCRTC) received a presentation from AMBAG staff on the two proposed hybrid scenarios. The Commission also considered a list of constrained and unconstrained transportation projects for inclusion in the upcoming Regional Transportation Plan (RTP). At that meeting the Commission approved the constrained project list as recommended by Commission staff. In approving that list, the Commission essentially supported a transportation scenario to recommend for inclusion in the SCS.

While there are projects on the list that we don't personally support, we are willing to recommend that list of projects as the preferred transportation scenario for inclusion in the SCS for a number of reasons:

1. We think it represents a reasonable compromise between projects supported by various interests in the community.

2. It seems to best reflect the views from the many community meetings held, as well as the polling that has been carried out.

3. Given the uncertainty regarding the availability of funds to implement a majority of the projects, it provides a multi-modal approach that has the best chance of obtaining widespread community support.
Below is the list of projects approved by the SCCRTC that we would recommend for the preferred SCS transportation scenario:

- **Roadway**
  - Intersection improvements – primarily in key destination or activity areas and projects that have been identified as a higher priority by local jurisdictions
  - Transportation System Management (e.g. signal synchronization, High Occupant Vehicle signal priority)

- **Highway**
  - Portions of Highway 1 Corridor project
    - Highway 1 – Auxiliary lanes between Bay/Porter and Park Avenue and Park Avenue and State Park - $57m
  - Freeway Service Patrol - $5m (to maintain existing level of service in addition to $5m dedicated)

- **Transit**
  - **Bus**
    - Bus Rapid Transit (BRT) - $23m
    - High Ridership Service Expansion - $18m
    - ADA Service Expansion - $2m
    - Transit queue jumps and signal priority - $7m
  - **Rail**
    - Rail passenger service - $83m
  - **Bus Maintenance**
    - Bus Replacement - $41m – 33% of need
    - Additional maintenance - $16m

- **Bike/pedestrian**
  - Bike/pedestrian projects, with emphasis in key destination areas
  - Safety Education Programs
  - 45% of Monterey Bay Sanctuary Scenic Trail Network (MBSST) - $40m
  - Pajaro River Bike Path - $9m
  - San Lorenzo Valley Trail (Felton to Ben Lomond) - $7m
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Page 3

- Maintenance
  - Roadway - $166m above existing levels

- Transportation Demand Management (e.g. programs to encourage travel via sustainable modes)

- Other
  - Rail line track and roadbed upgrade - $20m

Thank you for your consideration.

Sincerely,

NEAL COONERTY, Supervisor
Third District

BRUCE MCPHERSON, Supervisor
Fifth District

NC/BAM:ted

cc: George Dordero, Executive Director, SCCRTC

1707C3
September 5, 2013

Sent via email and USPS

George Dondero, Executive Director
SCCRTC
1523 Pacific Avenue
Santa Cruz, CA 95060

Maura Twomey, Executive Director
AMBAG
445 Reservation Road, #G
Marina, CA 93933

RE: 2014 Regional Transportation Plan Project List

This letter is requesting that the Santa Cruz County Regional Transportation Commission (SCCRTC) re-evaluate the identified (Constrained/Unconstrained) 2014 Regional Transportation Plan Project List, and that AMBAG hold off on making any decision to proceed with the next step study with regard to Sustainable Community Strategy, and the Metropolitan Transportation Plan studies, until the SCCRTC has re-evaluated the projects being proposed and considered.

The City Council of the City of Scotts Valley has grave concerns over the methodology used to develop the proposed list of projects identified in the SCCRTC section of the 2014 Regional Transportation Plan Project List. Specifically, the list includes an inordinate amount of projects benefitting communities south of the Highway 1 and Highway 17 interconnect in Santa Cruz.

Currently, within the list of constrained transportation projects under the heading of SCCRTC, there are $248,300,000 dollars in projects that have little to no benefit to the community. The Scotts Valley City Council believes that there is a project that benefits everyone. This project is the HOV lanes that would provide immediate relief versus Sanctuary Trails, Rail Line enhancement, and a Pedestrian Bridge. The City Council therefore requests that the HOV projects be identified as Constrained on the Project List and be evaluated with other projects.

I have attached the City Council staff report, and the adopted 2014 Regional Transportation Plan Project list dated August 5, 2013. If there any questions I can be reached directly at (831) 440-5600.

Sincerely,

Randy Johnson
Mayor