



**Santa Cruz County
Regional Transportation Commission**

MINUTES

**Thursday, January 17, 2019
9:00 a.m.**

**NOTE LOCATION THIS MONTH
County Board of Supervisors Chambers
701 Ocean St., 5th Fl
Santa Cruz, CA**

NOTE

See the last page for details about access for people with disabilities, translation services 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	Jacques Bertrand
City of Santa Cruz	Sandy Brown
City of Scotts Valley	Randy Johnson
City of Watsonville	Trina Coffman-Gomez
County of Santa Cruz	Greg Caput
County of Santa Cruz	Ryan Coonerty
County of Santa Cruz	Zach Friend
County of Santa Cruz	John Leopold
County of Santa Cruz	Bruce McPherson
Santa Cruz Metropolitan Transit District	Cynthia Chase
Santa Cruz Metropolitan Transit District	Ed Bottorff
Santa Cruz Metropolitan Transit District	Mike Rotkin

The majority of the Commission constitutes a quorum for the transaction of business.

1. Roll call

The meeting was called to order at 9:00 a.m.

Members present:

Jacques Bertrand
Ed Bottorff
Sandy Brown
Greg Caput
Cynthia Chase
Trina Coffman-Gomez
Ryan Coonerty

John Leopold
Randy Johnson
Virginia Johnson (alt.)
Bruce McPherson
Patrick Mulhearn (alt.)
Mike Rotkin
Aileen Loe (ex-officio)

Staff present:

Guy Preston
Luis Mendez
Yesenia Parra
Ginger Dykaar
Grace Blakeslee

Anais Schenk
Sarah Christensen
Cory Caletti
Rachel Moriconi
Shannon Munz

2. Oral communications

Jack Nelson, Santa Cruz County resident, stated that the rising ocean water temperatures and the harmful impacts of greenhouse gases (GHG) need to be addressed through sustainable transportation policies.

James Sandoval, SCMTD Bus Operator and union representative, stated that as the newly elected representative of the County's bus and paratransit drivers' union, he looks forward to working with the RTC to improve transportation within Santa Cruz County.

Michael Saint, Campaign for Sustainable Transportation, appreciated Commissioners and staff for all their work in putting together the Unified Corridor Investment Study (UCS) and for being receptive to public input. Mr. Saint hopes that the RTC would support projects that mitigate the problems of climate change and not exasperate it.

Josh Stevens, Santa Cruz County resident, spoke on the need for increased bus routes throughout the county, shorter transit times, and improved communication on bus service disruption.

Peter Stanger, La Selva Beach resident, stated that there has not been a La Selva Beach METRO bus route in two years and noted that maintenance and infrastructure improvements are needed on the bike facilities that connect the county to ensure greater safety for cyclists.

Carey Pico, Aptos resident, played a video of the Daisy on the railroad tracks and questioned the ability of the RTC to manage public property and funds.

Ryan Sarnataro, Live Oak resident, asked that the RTC present future budgets in a style that is more accessible for the public to read.

Gail McNulty and Nadene Thorne, Santa Cruz County residents, played a video which discussed the imperative need to adopt policies to combat climate change and ensure a sustainable future.

Lowell Hurst, City of Watsonville, stated that the RTC focus on traffic congestion relief and improved transportation for Santa Cruz County.

3. Additions or deletions to consent and regular agendas

Replacement pages for Items 7 and 11, and an add-on and handout for Item 20.

Luis Pavel Mendez, Deputy Director, informed the RTC that closed session would not be needed.

CONSENT AGENDA

Commissioner McPherson noted that *Item 6* is partially funded by Measure D and that there are two upcoming open houses one in Felton on January 31, 2019, and one in Boulder Creek on February 6, 2019.

Chair Bottorff moved Item 10 to the regular agenda as Item 19a at the request of Commissioner Johnson.

Peter Stanger, La Selva Beach resident, stated that the RTC's Bicycle Advisory Committee members are not necessarily representative of the constituents they are meant to represent.

Commissioner Leopold moved and Commissioner Coonerty seconded the amended consent agenda. The motion carried unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Chase, Coffman-Gomez, Coonerty, Johnson, Leopold, McPherson, Rotkin, and Commissioner Alternate Mulhearn voting "aye."

MINUTES

4. Accepted minutes of the October 15, 2018 Bicycle Advisory Committee meeting
5. Approved draft minutes of the December 6, 2018 Regional Transportation Commission meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

6. Accepted report on Draft Highway 9/ San Lorenzo Valley Complete Streets Corridor Plan Public Outreach
7. Accepted Storm Damage Repair Project Update **RESOLUTION (14-19)**

BUDGET AND EXPENDITURES ITEMS

8. Accepted status report on Transportation Development Act (TDA) revenues
9. Accepted status report on Measure D revenues and distribution
10. Cruz511 Commute Manager – Pilot Program: Moved to regular agenda as Item 19a.

ADMINISTRATION ITEMS

11. Approved Bicycle Advisory Committee member nominations

INFORMATION/OTHER ITEMS

12. Accepted monthly meeting schedule
13. Accepted correspondence log
14. Accepted letters from RTC committees and staff to other agencies - *none*
15. Accepted miscellaneous written comments from the public on RTC projects and transportation issues - *none*
16. Accepted information items - *none*

REGULAR AGENDA

17. Commissioner reports – oral reports

Commissioner Bottorff presented a certificate of appreciation to departing Commissioner Chase and thanked her for her years of dedicated service on the board of the RTC. Commissioner Chase expressed her appreciation for the opportunity to represent the Santa Cruz Metropolitan Transit District on the RTC.

18. Director's Report – oral report
(*Guy Preston, Executive Director*)

Guy Preston, Executive Director, reported on: the removal by St. Paul and Pacific Railroad of the final tank cars that were stored on the Santa Cruz Branch Rail Line; that the City of Santa Cruz Public Works Department issued a notice of intent to adopt a recirculated Mitigated Negative Declaration for the Monterey Bay Sanctuary Scenic Trail (MBSST Segment 7, Phase II, for which the comment period started on January 7, 2019 and will end on February 6, 2019; the award of \$250,000 in grant money from Caltrans' Highway Safety Improvement Program (HSIP) to fund pedestrian safety projects on Highway 9/ San Lorenzo Valley: open houses for the Highway 9 San Lorenzo Valley completer streets project in Felton on January 31, 2019 and in Boulder Creek on February 6, 2019; the certification of the final Environmental Impact Report and Environmental Assessment for the Tier I and II Highway 1 Corridor Investment Program by Caltrans and the Federal Highway Administration; Keith Rayburn Garcia joining the RTC on January 2, 2019 as an Accountant II;

and that the RTC has extended its search for a Director of Finance and Budget.

19. Caltrans report

Aileen Loe, Caltrans District 5, announced that Caltrans is undertaking vulnerability assessments for the highway system to understand better climate factors that can impact the transportation system and develop and prioritize changes as appropriate. Ms. Loe stated that the assessment for District 5 would be completed by the end of 2019.

Brett Garrett, Santa Cruz County resident, stated that he does not believe that expanding Highway 1 will lead to a reduction of carbon emissions, as presented in the final Environmental Impact Report (EIR) and Environmental Assessment (EA) for the Tier I and II Highway 1 Corridor Investment Program as certified by Caltrans and the Federal Highway Administration.

Brian Peoples, Trail Now, supports Highway 1 widening as presented in the final EIR/EA for the Tier I/II Highway 1 Corridor Investment Program.

19a. Cruz511 Commute Manager Platform – Pilot Program

Anais Schenk, Transportation Planner, presented the staff report.

Commissioners discussed: the need for success metrics; lessons learned from previous programs; program engagement with the City of Watsonville; if the project includes a plan for a platform with a mobile application that would integrate all modes of transportation.

Brian Peoples, Trail Now, stated that it is difficult to implement commuter programs and that the software for such programs would be better developed by the private sector.

Claire Fleisler, City of Santa Cruz, is looking forward to working with the RTC to develop this program and stated that this is an essential tool to monitor, incentivize, report and measure the success of the City of Santa Cruz's efforts to reduce the number of residents who drive alone to work.

Jessica Evans, Santa Cruz County resident, stated that she recommends that this project is implemented in stages, that the first stage should focus on a mobile app dedicated to bus services provided by the Santa Cruz Metropolitan Transit District (METRO).

Josh Stevens, Santa Cruz County resident, would like for a platform that would show METRO bus arrival times, bus location, and inform of any service disruptions.

Commissioner comments: that Cruz511 was a vital community resource during the 2017 storms; that the Santa Cruz Metropolitan Transit District (METRO) received a grant to create a bus locator and arrival time service.

Alex Clifford, Santa Cruz Metropolitan Transit District CEO, stated that METRO received a grant to fund a vehicle locator project, which will be implemented throughout the course of 2019 and will result in the launch of a METRO mobile application.

Commissioner Leopold moved and Commissioner Alternate Mulhearn seconded the motion to:

1. Approve staff to release of a request for proposals (RFP) for a "Mobility as a Service" known as a "Commute Manager"; and
2. Adopt **Resolution 15-19** approving a Fiscal Year (FY) 2018-19 budget amendment as shown in Exhibit A (Resolution 15-19) to implement the "Commute Manager" and authorizing the Executive Director to negotiate and enter into a contract with the successful bidder for an amount not to exceed \$65,000.

Commissioner Alternate Mulhearn requested a friendly amendment to the motion to direct staff that the RFP require that vendors integrate "Mobility as a Service" and other transportation services into the platform. The amendment was accepted by the makers of the motion. The motion carried with Commissioners Bertrand, Bottorff, Brown, Caput, Chase, Coffman-Gomez, Coonerty, Leopold, McPherson, Rotkin, and Commissioner Alternate Mulhearn voting "aye," and Commissioner Johnson voting "no."

20. Unified Corridor Investment Study – Final Report

Ginger Dykaar, Senior Transportation Planner, presented the staff report.

Commissioners discussed: potential effect of rail excursion services on Highway 1 traffic; Capitola trestle condition, the impact of potential rail uses; and if the assessment on its condition could have an effect on the agreement with Progressive Rail, Inc.; if personal rapid transit could be evaluated as a high-capacity public transit mode in the alternatives analysis; the inclusion of programs to enhance employer support of employee use of electric vehicles; the cost and timeline for the alternatives analysis; requested that staff ask specific questions of regulatory agencies pertaining to use restrictions of the Santa Cruz Branch Rail Line (SCBRL); need to ensure project equitability throughout the county; the impact of having a mass-transit mode on the corridor that is not rail on connectivity between Santa Cruz and Watsonville; if the SCBRL is incorporated in the California State Rail Plan; potential uses and restriction of Proposition 116 funds; and to ensure that the results of the alternatives analysis are presented in a clear and accessible format.

Alex Clifford, Santa Cruz Metropolitan Transit District CEO, stated the staff recommendation meets the spirit and intent of the action taken by the Santa Cruz Metropolitan Transit District (METRO) board. Mr. Clifford also stated that METRO and the RTC will work collaboratively to analyze the costs, funding sources, and the effects on METRO of different high-capacity transit solutions.

Marilyn Schultz, La Selva Beach resident, urged for a vote against the preferred scenario and stated that rail service is not financially sustainable; that the county lacks the population to support it; and that it would not alleviate traffic on Highway 1. Ms. Schultz supports a trail on the corridor.

Gail McNulty, Santa Cruz County resident, stated that transportation is the biggest local source of CO2 emissions and that the preferred scenario would have an insignificant effect on emissions, eliminate the opportunity to build a trail, cut trees, and only benefit Progressive Rail (PGR). Ms. McNulty asked for a more effective and less harmful transportation plan.

Susan Cavalieri, Santa Cruz County resident, spoke on the looming dangers of climate change and the need to prioritize greenhouse gas (GHG) emission reduction. Ms. Cavalieri asked that sustainable public transit options be funded instead of highway expansion projects.

Rosemary Sarka, Roaring Camp Railroads, commented on the services provided by Roaring Camp and stated that Roaring Camp has never received a noise complaint in its 35 years of operation.

David Van Brink, City of Santa Cruz resident, stated there is extensive community support for the staff preferred scenario and asked that the RTC approve the staff recommendation.

Anna Kammer, City of Watsonville resident, stated that passenger rail would provide South County residents equal access to education and job opportunities and asked that the RTC approve the staff recommendation.

Bruce Sawhill, City of Santa Cruz resident, stated that the Rail Trail benefits the planet, residents, and businesses and that it provides accessibility, equity, and the needed transportation solutions for the region.

Sally Arnold, Santa Cruz County resident, stated that a trail on the corridor needs to be built as soon as possible and that the staff recommendation is the most expedient way to build it. Ms. Arnold spoke on the benefits of a countywide, safe, car-free, bike path and rail transit, and asked for approval of the staff recommendation.

Mark Mesiti-Miller, Friends of the Rail and Trail, supports the staff recommendation. Mr. Mesiti-Miller stated that it has been conclusively shown that rail transit is the best use for the rail corridor and an alternatives analysis is not needed.

Buzz Anderson, Live Oak resident, stated that the actual costs to repair the SCBRL and to build a trail would be much higher than what was projected in the Unified Corridor Investment Study (UCS). Mr. Anderson asked that no money be spent on the passenger train.

Carey Pico, Aptos resident, stated that the PGR contract will cost RTC money and that he does not believe that there will be the demand to support the passenger rail or excursion services.

Stephen Woodside, City of Capitola resident, stated that Santa Cruz County does not have the needed economic and tax base to support a passenger rail and that required standard for freight rail is incompatible with light rail.

Kara Dyle, La Selva Beach resident, stated that a trail would allow residents and visitors improved access to the Monterey Bay sanctuary and that rail service would restrict trail usage, negatively impact nearby neighborhoods, and be excessively expensive.

Micah Posner, Santa Cruz County resident, supports a trail and rail service because it provides improved bicycling facilities and a sustainable and equitable mode of mass transit.

Josh Stevens, Santa Cruz County resident, stated that the Santa Cruz to Parajo Station bus route was discontinued and that passenger rail would connect the county to the rest of the country, cut carbon emissions, and provide an efficient service needed in North and South County.

Len Beyer, Santa Cruz County resident, is against any funding of Highway 1 expansion projects because it would lead to an increase in CO2 emissions and would not provide greater mass transit services.

Dianne Dyer, Santa Cruz County resident, stated that the community supports a transit rail option on the corridor and she asked that the preferred scenario be approved.

Robert Stevens, Santa Cruz County resident, asked that an alternative analysis and an operational and capital analysis of the corridor be conducted before deciding on the UCS and that the preferred scenario not be approved.

Saladin Sale, Santa Cruz County resident, would like a trail and a light rail system to be part of a countywide transit network in the near future.

Craig Chatterton, South County resident, opposes the preferred scenario because it does not address the needs of the community and is too costly.

Nancy Connelly, City of Santa Cruz resident, opposes the preferred scenario and stated that passenger trains are not appropriate or affordable.

Gillian Greensite, Santa Cruz Sierra Club, asked for consideration of the set of principles described on the December 27, 2018 Santa Cruz Sierra Club comment letter, and the promotion of environmental and economic justice for all when deciding on the UCS. Ms. Greensite asked that the RTC prioritize transit and active transportation and stated that the public ownership of the corridor must not be put at risk.

Bill Smallman, Felton resident, stated that it would be cost-effective to remove the rail tracks and install an underground water pipeline to distribute recycled water. Mr. Smallman stated that the train is too costly, that new active transportation technologies are more effective modes, and that the UCS should be decided by a public vote.

David Date, Santa Cruz County resident, commented on the hardships caused by traffic congestion on Highway 1 and stated that a train would bring high-density housing and would negatively impact the county.

Tina Andriatta, Aptos resident, supports rail and asked for a decision to not be delayed. Ms. Andriatta stated that rail transit would provide equitable transportation service for the whole county.

Laurie Negro, Betty's Burgers, stated that the corridor is not wide enough to support a trail and a rail. Ms. Negro stated that freight train noise would be disruptive and hurt businesses, that she opposes the preferred scenario, and that there needs to be greater outreach from staff to businesses along the rail corridor.

Brett Garrett, Santa Cruz County resident, supports the alternative analysis and requested that it include emerging technologies. Mr. Garrett appreciated that the staff recommendation includes a more generalized high-capacity transit option. He also suggested that the excursion train service not be authorized until the alternative analysis is completed and that provisions for highway expansion be removed from the preferred scenario.

Fred Gallagher, Santa Cruz County resident, opposes rail removal and asked that a PRT be considered as a mode in the countywide integrated transit network.

Piet Canin, Ecology Action, supports the preferred scenario but opposes Highway 1 projects that increase vehicle capacity beyond public transit on the highway. Mr. Canin requested that the final UCS and the resolution to accept it be modified to state that protected bike lanes are preferred over buffeted lanes where possible and add language that would better prioritize programs that target GHG emission reduction.

Janneke Strause, Bike Santa Cruz County, asked for the rail tracks to be kept in place so that the Rail Trail can be built as soon as possible. Ms. Strause stated that protected bike lanes on the Soquel/ Freedom corridor have the potential to dramatically reduce safety hazards and improve ridership and asked that the final UCS and the resolution to accept it be modified to include protected and buffered bike lanes on the Soquel/Freedom corridor. Ms. Strause also supports continuing to consider passenger rail option and asked that the staff recommendation be adopted.

Ed Porter, Santa Cruz PRT, supports elevated, solar-powered PRT and would like a commitment from the RTC that it would pursue policies to reduce transportation related CO2 emissions and that it would consider highway and light rail safety issues.

Corrina McFarland, Live Oak resident, recently conducted dynamic facilitation with a group of randomly selected county residents where they discussed the UCS and the rail corridor. Ms. McFarland stated that after 11 hours of discussion, the group agreed on railbanking to allow for a multi-modal transit corridor.

Paul Schoellhamer, Santa Cruz County resident, asked for a prompt decision on the UCS to ensure MBSST trail construction starts this year. He also stated that the analyses to follow the passing of the UCS would allow for a more informed discussion on a transit option for the corridor. Mr. Schoellhamer stated that the tracks should stay in place to comply with Proposition 116 requirements and to ensure the continuity of the right of way.

Jessica Evans, City of Santa Cruz resident, supports keeping the tracks for future mass transit and freight uses. Ms. Evans expressed concern that the preferred scenario does not focus on reducing vehicle miles traveled (VMT) and that it includes highway widening.

Manu Koenig, Santa Cruz County Greenway, urged against the approval of the preferred scenario and the UCS because the study does not contain the necessary economic and environmental analysis to meet Measure D requirements. Mr. Koenig stated that the UCS lacks a cost-benefit analysis, that a trail is the most cost-effective and widely supported option.

Jack Nelson, Santa Cruz County resident, stated that Highway 1 auxiliary lanes would lead to an increase of VMT and exacerbate the impacts of climate change.

Michael Saint, Campaign for Sustainable Transportation, does not support the preferred scenario because it is too car-centric and it does not do enough for transit.

Brian Peoples, Trail Now, stated that mass transit does not have to be funded using public funds, it can be funded by private entities. He also said that a trail only option on the corridor would have the most users. Mr. Peoples asked that train service from Davenport to Wilder not be included in the UCS and noted that it would lead to litigation. Mr. Peoples also stated that there is a misconception regarding Proposition 116 requirements.

Stephen Slade, Land Trust of Santa Cruz County, urged for a decision on the UCS so that the Land Trust can continue with its trail fundraising efforts.

Bill Spence, La Selva Beach resident, stated that the La Selva Beach Improvement Association opposes rail in the corridor and that the right of way at La Selva Beach is too narrow to support the rail and a trail. Mr. Spence asked that the trail remain solely on the corridor, stating that a trail diversion through the community would be disruptive.

Ryan Sarnataro, Live Oak resident, stated that the rail corridor is too narrow to fit the rail and a trail and that the Rail Trail does not meet the needs of the county. Mr. Sarnataro stated that the corridor should be used for a world-class trail with personal transportation infrastructure.

Johanna Lighthill, Aptos resident, stated that 65% of trip lengths within the county are 5 miles or less, that a trail would be widely used, and that the Rail Trail plan enclose the corridor with fences that would hinder access to the facility.

Gray Jameson, Live Oak resident, supports public mass transit on the corridor. Mr. Jameson stated that the county needs transportation options and that he would like the trail to be built as soon as possible.

Keith Otto, Santa Cruz County resident, stated that there is no exit clause to the Progressive Rail contract and that rail is too costly to implement and maintain. Mr. Otto supports freight in Watsonville, increased funding for bus service and highway infrastructure, and that the UCS be decided by a public vote.

Chris Schneider, City of Santa Cruz Public Works, noted that City of Santa Cruz projects are already included in the Regional Transportation Plan and it is important to ensure that a decision on the UCS would not preclude the city from pursuing future funding opportunities for its projects. Mr. Schneider also stated that the multi-modal intersection improvement projects will benefit all users.

Ashley Wynn, La Selva Beach resident, said that the preferred scenario should be rejected if it would foreclose HOV lane projects on Highway 1 prior to 2035. Mr. Wynn stated that small electric buses would be a better transit option than rail on the corridor.

Peter Stanger, La Selva Beach resident, opposes the preferred scenario and stated that the county needs better bus service and safer bicycling infrastructure instead of a train.

Barry Scott, Aptos resident, stated that he has faith in the process which led to the final UCS and that he supports the approval of the preferred scenario.

Santa Cruz County resident, stated that it is imperative to get people out of cars, to provide transportation alternatives, that rail is the best option available for the corridor. He asked the Commissioners to be courageous.

Sean Shrum, Disabilities Advocate, stated that transportation solutions are needed to bridge the divide between North and South County and that the disability community needs people movers. Mr. Shrum stated that a trail would allow mobility and address the needs of all community members.

Lowell Hurst, City of Watsonville, asked Commissioners to be bold, to be smart, and to do the right thing.

Chair Bottorff divided the staff recommendations into separate motions.

Commissioner Leopold moved and Commissioner Rotkin seconded the motion to adopt **Resolution 16-19** accepting the final Unified Corridor Investment Study, which selects a preferred scenario and determines this action to be exempt from the California Environmental Quality Act, with two changes to the resolution:

1. To change language from protected or buffered bike lanes to protected bike lanes where possible; and
2. Removal of item 10 in the resolution

Commissioner commented: that the diverse input received on the topic shaped UCS decision; the community demand for multi-modal transportation alternatives; transit and path options on the corridor will best serve the community's needs; auxiliary lanes on Highway 1 provides the opportunity for bus on shoulder option; the need to ensure that METRO has the infrastructure it needs to provide more robust bus service; that protected bike lanes should be promoted and prioritized where possible; transit on the corridor should lead to a continued partnership with PGR; the needed for repairs to the rail line; that freight rail service leads to fewer trucks on the road and an increase in safety and traffic relief; excursion services will likely benefit the county's economy; the need to move forward with a direction for the rail corridor; the difficulty to revert back to tracks after rail banking; the feasibility and affordability of different mass-transit modes will be examined in the alternative analysis; appreciation for the countywide integrated transit network incorporated in the preferred scenario; the preferred scenario is a result of maximizing the benefits for safety, efficient mobility, health, equity, natural environment, economic vitality; UCS is a planning document that will help to set the course for how to address transportation needs for the next 30 years; whether there is sufficient ridership for a passenger train; need to preserve the ownership to the right of way; that drivers are increasingly choosing electric cars which will reduce greenhouse gas (GHG) emissions; innovative and technologically advanced uses for the corridor need to be considered; appreciation for staff recommendation language which responds to requests made by the METRO board; an option that does not prohibit a study on what mode will be on the corridor is the right action; acknowledgement that consensus exists on the Highway 1 and Soquel corridor plans; important to

retain the option for future generations to decide the best modes of transportation; that highway widening does not work due to induced demand.

A roll call vote was taken, and the motion passed unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Chase, Coffman-Gomez, Coonerty, Johnson, Leopold, McPherson, Rotkin, and Commissioner Alternate Mulhearn voting "aye."

Commissioner Chase left the meeting.

Commissioner McPherson moved and Commissioner Alternate Mulhearn seconded a motion recommending that the RTC needs additional information regarding the Phase II contract with Progressive Rail (PGR), and as such, that a decision on granting St. Paul & Pacific Railroad (a subsidiary of PGR) a license to use the Santa Cruz Branch Rail Line (SCBRL) to provide excursion services (in addition to freight services) as specified under 2.4.1 of the Administration, Coordination and License agreement entered into on July 16, 2018 by the RTC be delayed until the March 2019 deadline.

Commissioner comments: RTC has received sufficient information to make an informed decision on Phase II of the PGR contract; additional time will not result in a contract that will allow RTC additional flexibility; need to move forward with a decision on the rail corridor; plenty of time has been given to answer questions regarding PGR; feasibility of the commitment to reconstitute the corridor within the timeframe required by Phase II; further clarification of the RTC's rights and responsibilities within the rail corridor; that a delay on the Phase II decision would not impact freight services; the main focus should be on freight services in Watsonville; that the new Executive Director should have more time to further study the PGR contact.

A roll call vote was taken, and the motion failed with Commissioners Brown, Caput, Coffman-Gomez, Coonerty, Leopold, and Rotkin voting "no," and Commissioners Bertrand, Bottorff, Johnson, McPherson and Commissioner Alternate Mulhearn voting "aye."

Commissioner Leopold moved and Commissioner Rotkin seconded a motion to grant St. Paul & Pacific Railroad a license to use the Santa Cruz Branch Rail Line (SCBRL) to provide excursion services (in addition to freight services) as specified under 2.4.1 of the Administration, Coordination and License agreement entered into on July 16, 2018 by the RTC.

A roll call vote was taken, and motion passed with Commissioners Bertrand, Brown, Caput, Coffman-Gomez, Coonerty, Leopold, and Rotkin voted "aye," and Commissioners Bottorff, Johnson, McPherson, and Commissioner Alternate Mulhearn voting "no."

Commissioner McPherson left the meeting and was replaced by Commissioner Alternate Virginia Johnson.

21. Prevailing Wage No-Bid Agreement with St. Paul and Pacific Railroad/Progressive Rail for Railroad Crossing Signal Repair at Beach Street in Watsonville

Luis Pavel Mendez, Deputy Director, presented the staff report.

Commissioners discussed: City of Watsonville Public Works request to be kept informed of the repairs and to be involved in the permitting process.

Lowell Hurst, City of Watsonville, stated that it is important that the RTC move forward with the repairs.

Commissioner Rotkin moved and Commissioner Leopold seconded the motion to:

1. Make a determination that competitive bidding for railroad crossing signal work on the Santa Cruz Branch Rail Line would be unavailing, would not produce an advantage and would not be in the public interest; and
2. Authorize the Executive Director to enter into a prevailing wage no-bid contract agreement with Progressive Rail/ St. Paul and Pacific Railroad in the amount of \$81, 373 to complete railroad crossing signal repairs at Beach Street in Watsonville.

The motion carried unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Coffman-Gomez, Coonerty, Johnson, Leopold, Rotkin, and Commissioner Alternates V. Johnson and Mulhearn voting "aye."

22. Review of items to be discussed in closed session

Luis Pavel Mendez, Deputy Director, informed the RTC that a closed session would not be needed.

CLOSED SESSION

23. CONFERENCE CALL WITH LEGAL COUNSEL – EXISTING LITIGATION pursuant to Government Code Section 54956.9(d)(1) for Santa Cruz Superior Court Case No. 18CV02101
24. CONFERENCE WITH REAL PROPERTY NEGOTIATOR pursuant to Government Code Section 54956.8
Property: Santa Cruz Branch Rail Line
Agency Negotiator: Guy Preston and Luis Pavel Mendez
Under Negotiation: Price and Terms

OPEN SESSION

25. Report on closed session
No report.

26. Next meetings

The next RTC meeting is scheduled for Thursday, February 7, 2019 at 9:00 a.m. at the Watsonville City Council Chambers, 275 Main St., Ste. 450, Watsonville, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, February 21, 2019 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

Meeting adjourned at 1:45 p.m.

Respectfully submitted,

Fernanda Dias Pini, Staff

Attendees:

Alex Clifford	Santa Cruz Metropolitan Transit District
Anna Kammer	City of Watsonville resident
Ashley Wynn	La Selva Beach resident
Audrey Oyden	Caltrans District5
Barry Scott	Aptos resident
Bill Smallman	Felton resident
Bill Spence	La Selva Beach resident
Bonnie Morr	SMART-Union Bus Operator SCMTD
Brett Garrett	Santa Cruz County resident
Brian Peoples	Trail Now
Bruce Sawhill	City of Santa Cruz resident
Buzz Anderson	Live Oak resident
Carey Pico	Aptos resident
Cathy Marino	Santa Cruz County resident
Chris Schneider	City of Santa Cruz Public Works
Claire Fleisler	City of Santa Cruz
Corrina McFarland	Live Oak resident
Craig Chatterton	South County resident
David Date	Santa Cruz County resident
David Van Brink	City of Santa Cruz resident
Dianne Dryer	Santa Cruz County resident
Ed Porter	Santa Cruz PRT
Elaine Ingalls	Santa Cruz County resident
Elena DeNoia	City on a Hill Press
Fred Gallagher	Santa Cruz County resident
Gail McNulty	Santa Cruz County resident
Gillian Greensite	Santa Cruz Sierra Club

Gray Jameson	Live Oak resident
Jack Nelson	Sierra Club
James Sandoval	SMART-Union Bus Operator SCMTD
Janneke Strause	Bike Santa Cruz County
Jared Boggs	City of Santa Cruz resident
Jasmin Mejia	Santa Cruz County resident
Jessica Evans	City of Santa Cruz resident
Johanna Lighthill	Aptos resident
Josh Stevens	Santa Cruz County resident
Kara Dyle	La Selva Beach resident
Keith Otto	Santa Cruz County resident
Laurie Negro	Owner of Betty's Burgers
Len Beyer	Santa Cruz County resident
Lowell Hurst	City of Watsonville
Manu Koenig	Santa Cruz County Greenway
Marilyn Schultz	La Selva Beach resident
Marjorie Way	Santa Cruz County resident
Mark Mesiti-Miller	Friends of the Rail and Trail
Marty Demare	Santa Cruz County resident
Matt Farrell	Santa Cruz County resident
Micah Posner	Santa Cruz County resident
Michael Saint	Campaign for Sustainable Transportation
Molly Ording	Leif/ Capitola Red
Nadene Thorne	Santa Cruz County resident
Nancy Connelly	City of Santa Cruz resident
Paul Schoellhamer	Santa Cruz County resident
Peter Stanger	La Selva Beach resident
Piet Canin	Ecology Action
Robert Stevens	Santa Cruz County resident
Rosemary Sarka	Roaring Camp Railroad
Ryan Sarnataro	Live Oak resident
Saladin Sale	Santa Cruz County resident
Sally Arnold	Santa Cruz County resident
Sean Shrum	Disabilities Advocate
Stephen Slade	Land Trust of Santa Cruz County
Stephen Woodside	City of Capitola resident
Susan Cavalieri	Santa Cruz County resident
Tina Andriatta	Aptos resident
Tom Frederick	Santa Cruz County resident
Will Mayall	Santa Cruz County resident