



## Santa Cruz County Regional Transportation Commission

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### AGENDA

**Thursday, December 3, 2015  
9:00 a.m.**

**NOTE LOCATION THIS MONTH  
County Board of Supervisors Chambers  
701 Ocean Street, 5<sup>th</sup> floor  
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

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### 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	Jimmy Dutra
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	Karina Cervantez
Santa Cruz Metropolitan Transit District	Cynthia Chase
Santa Cruz Metropolitan Transit District	Ed Bottorff

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

1. Roll call
2. Oral communications

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

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

3. Additions or deletions to consent and regular agendas

### **CONSENT AGENDA**

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

### **MINUTES**

4. Approve draft minutes of the November 5, 2015 Regional Transportation Commission meeting
5. Approve draft minutes of the November 19, 2015 Transportation Policy Workshop meeting

### **POLICY ITEMS**

*No consent items*

### **PROJECTS and PLANNING ITEMS**

*No consent items*

### **BUDGET AND EXPENDITURES ITEMS**

6. Accept status report on Transportation Development Act (TDA) revenues
7. Approve out-of-state travel for one Transportation Planning Technician

### **ADMINISTRATION ITEMS**

*No consent items*

**INFORMATION/OTHER ITEMS**

8. Accept monthly meeting schedule
9. Accept correspondence log
10. Accept letters from RTC committees and staff to other agencies
11. Accept miscellaneous written comments from the public on RTC projects and transportation issues
12. Accept information items

**REGULAR AGENDA**

13. Commissioner reports – oral reports
14. Election of 2016 RTC chair and vice-chair  
*(John Leopold, Chair)*
15. Director's report – oral report  
*(George Dondero, Executive Director)*
16. Caltrans report and consider action items
  - a. District Director's report
  - b. Santa Cruz County project update
17. Rail Transit Study – final report  
*(Rachel Moriconi, Senior Transportation Planners)*
  - a. Staff report
  - b. Online: Rail Transit Feasibility Study – Final Report – [www.sccrtc.org/rail](http://www.sccrtc.org/rail)
  - c. Summary of comments and updates
  - d. Suggested parameters for service *(Summary of updated Section 8)*
  - e. Implementation steps *(Summary of updated Section 9)*
18. November 2016 Transportation Ballot Measure – Expenditure Plan  
*(George Dondero, Executive Director)*
  - a. Staff report
  - b. Draft Expenditure Plan
  - c. November 19 TPW staff report, including background cost information
19. Adoption of the 2016 Regional Transportation Improvement Program  
*(Rachel Moriconi, Senior Transportation Planner)*
  - a. Staff report
  - b. Resolution adopting the 2016 Regional Transportation Improvement Program (RTIP)

- c. Recommendations for previously approved State Transportation Improvement Program (STIP) projects (*Exhibit A of Resolution*)
- d. Amendments to other projects (*Exhibit B of Resolution*)
- e. 2016 STIP funding shortfalls
- f. Letter from City of Scotts Valley

20. Review of items to be discussed in closed session

### **CLOSED SESSION**

- 21. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION. (Paragraph (1) of subdivision (d) of Section 54956.9 of the Government Code) Santa Cruz Superior Court Case No. CV182123
- 22. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION. Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9 of the Government code: one case
- 23. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION. Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9 of the Government code: one case

### **OPEN SESSION**

- 24. Report on closed session
- 25. Next meetings

The next RTC meeting is scheduled for Thursday, January 21, 2016 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean Street, 5<sup>th</sup> floor, Santa Cruz, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, February 18, 2016 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

### **HOW TO REACH US**

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

Watsonville Office  
275 Main Street, Suite 450, Watsonville. CA 95076  
phone: (831) 768-3205  
email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)

### **COMMENTS FROM THE PUBLIC**

*Written comments for items on this agenda that are received at the RTC office in Santa Cruz by noon on the day before this meeting will be distributed to Commissioners at the meeting.*

## **HOW TO STAY INFORMED ABOUT RTC MEETINGS, AGENDAS & NEWS**

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](http://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](http://www.sccrtc.org)), and at the following public libraries:

- Aptos Library
- Boulder Creek Library
- Branciforte Library
- Capitola Library
- Felton Library
- Garfield Park Library
- La Selva Beach Library
- Live Oak Library
- Santa Cruz Downtown Library
- Scotts Valley Library
- Watsonville Main Library

For information regarding library locations and hours, please check online at [www.santacruzpl.org](http://www.santacruzpl.org) or [www.watsonville.lib.ca.us](http://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](mailto:info@sccrtc.org). Agendas are typically posted 5 days prior to each meeting.

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## **HOW TO REQUEST**

### **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

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

### **SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES**

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

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## **Santa Cruz County Regional Transportation Commission**

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### **MINUTES**

**Thursday, November 5, 2015  
9:00 a.m.**

**Watsonville City Council Chambers  
275 Main Street, Suite 400  
Watsonville, CA**

1. Roll call

The meeting was called to order at 9:05 a.m.:

Members present:

Don Lane

Bruce McPherson

Ryan Coonerty

Zach Friend

Greg Caput

Aileen Loe

Tony Gregorio

Jimmy Dutra

Dennis Norton

Randy Johnson

Ed Bottorff

Cynthia Chase

Mike Rotkin (alt.)

2. Oral communications

**Jack Nelson**, Campaign for Sensible Transportation, said that there is an energy imbalance from burning fossil fuels and said that every month 64 billion pounds of CO<sub>2</sub> is emitted from drivers in California.

**Ellen Martinez**, Trail Now, said that transportation funds need to be used to move people more efficiently. She said there are meetings scheduled, and information being shared on social media outlets to discuss converting the rail corridor into a trail only from Watsonville to Santa Cruz.

3. Additions or deletions to consent and regular agendas

Handouts for Items 16 and 21 were distributed.

George Dondero noted that there will not be a closed session.

## **CONSENT AGENDA**

**Brian Peoples**, with regards to Item 9 on the Consent Agenda, stated that the train tracks by the new wharf roundabout are parallel to the travel way and a danger to cyclists. He said that the cyclist involved in the accident in the roundabout was a personal friend.

Commissioner Alternate Rotkin responded that the train tracks are not parallel with the road and that there is signage warning of the tracks.

Commissioner Alternate Rotkin moved and Commissioner McPherson seconded the consent agenda. The motion passed unanimously with Commissioners Lane, Dutra, McPherson, Norton, Johnson, Caput, Coonerty, Friend, Chase, Bottorff, and Commissioner Alternate Rotkin voting "aye".

## **MINUTES**

4. Approved draft minutes of the October 1, 2015 Regional Transportation Commission meeting
5. Accepted draft minutes of the October 13, 2015 Elderly & Disabled Transportation Advisory Committee meeting
6. Accepted draft minutes of the October 19, 2015 Bicycle Advisory Committee meeting

## **POLICY ITEMS**

No consent items

## **PROJECTS and PLANNING ITEMS**

No consent items

## **BUDGET AND EXPENDITURES ITEMS**

7. Accepted status report on Transportation Development Act (TDA) revenues
8. Accepted FY14-15 SCCRTC Annual Internal Financial Statements

## **ADMINISTRATION ITEMS**

9. Approved rejection of claim from Brenda Sheriffs



## **INFORMATION/OTHER ITEMS**

10. Accepted monthly meeting schedule
11. Accepted correspondence log
12. Accepted letters from RTC committees and staff to other agencies
  - a. Letter to Caltrans regarding Request for Removal of the Highway 1 Rumble Strips from the RTC Bicycle Advisory Committee
  - b. Letter to Santa Cruz County Health Services Agency regarding Support of Santa Cruz County's Safe Routes to School Planning Grant from the RTC Bicycle Advisory Committee
  - c. Letter to the commission regarding Support for Highway 9 – San Lorenzo Valley Corridor Transportation Plan Caltrans Planning Grant Application from the RTC Bicycle Advisory Committee
  - d. Letter to the City of Watsonville Public Works and Utilities Department regarding Support for funding City of Watsonville Complete Streets Plan from the RTC Elderly and Disabled Transportation Advisory Committee
13. Accepted miscellaneous written comments from the public on RTC projects and transportation issues
14. Accepted information items
  - a. Article from the Santa Cruz Sentinel "To save money, states give up on repairing some rural roads" by Scott McFetridge

## **REGULAR AGENDA**

15. Commissioner reports – oral reports  
  
No reports
16. Director's report – oral report

George Dondero, Executive Director, reported that over \$4 million in State Active Transportation Program Grants were awarded to four projects in Santa Cruz County: a segment in Watsonville for the Monterey Bay Sanctuary Scenic Trail, the Countywide Bicycle Route Signage Project, the Branciforte Creek Bicycle/Pedestrian Bridge, and the Citywide Safe Routes for Schools Crossing Improvement Program. He then shared a radio ad, inspired by Public Works Director for the City of Santa Cruz, Mark Dettle, and produced by the California Alliance for Jobs, about reliable funding needed to address poor road

conditions in California. Mr. Dondero also reported on: Caltrans having installed 7 more traffic cameras on Highway 1; the Federal Transportation Act and extensions while Congress continues to work on securing long-term transportation reauthorization; the shortage of funds from the State Transportation Improvement Program (STIP) that will cause 25% of projects to be delayed and making the need for new local revenues even more critical; volunteers needed for the California Road Charge Pilot Program, that is designed as a possible alternative to gas taxes; rail corridor clean-up efforts; and the Land Trust of Santa Cruz County hosting a Rail Trail presentation at the Hotel Paradox on December 8<sup>th</sup> at 7 p.m.

Mr. Dondero noted that the upcoming Transportation Policy Workshop (TPW) on November 19<sup>th</sup> will focus on the proposed expenditure plan for a 2016 sales tax measure.

**Brian Peoples**, said he expects there will be a big turnout for the upcoming TPW meeting.

Commissioners discussed: the need for transparency of the proposed expenditure plan and directed staff to look for a larger venue for the TPW meeting to accommodate members of the public and to have the meeting recorded by Community TV for public viewing.

17. Appoint nominating committee for 2016 RTC Chair and Vice Chair

Vice-Chair Lane appointed Commissioner Leopold, McPherson, and Lane for the 2016 RTC Chair and Vice Chair nominating committee.

Commissioner Norton motioned and Commissioner Coonerty seconded the appointments. The motion passed unanimously with Commissioners Lane, Dutra, Norton, Johnson, McPherson, Caput, Coonerty, Friend, Chase, Bottorff, and Commissioner Alternate Rotkin voting "aye".

18. Caltrans report and consider action items

Aileen Loe reported on: California and Caltrans launching its first ever statewide Bicycle and Pedestrian Plan; 87 projects totaling \$180 million that were awarded by the California Transportation Coalition (CTC); and the need for input for the California Road Charge Pilot Program. Ms. Loe invited the Commission to the Statewide Transportation Conference in Los Angeles on December 2-4, 2015 and distributed the *Mile Marker* report.

Commissioners discussed: the fee for the Veteran's Day parade and thanked Caltrans for their follow through on projects.

19. Highway 17 Access Management Plan (AMP) Update

Aileen Loe introduced Kelly McClendon, Associate Transportation Planner at Caltrans District 5, and Joe Erwin, Transportation Engineer. Mr. McClendon and Mr. Erwin presented a PowerPoint presentation on the Highway 17 Access Management Plan (AMP). Mr. McClendon noted that through the efforts of the Safe on 17 TASK Force, there have been over \$23 million in capital improvements on Highway 17. Mr. Erwin stated the AMP has been identified as the most sustainable tool for Highway 17 and by applying AMP principles, congestion will be reduced and conflict points removed.

Mr. McClendon noted there will be workshops on: November 17<sup>th</sup> at 6 p.m. at Happy Valley Elementary School; November 18<sup>th</sup> at 1:30 p.m. at the Downtown Farmers Market; November 18<sup>th</sup> at 5:30 p.m. at Loma Prieta School; and on December 2<sup>nd</sup> at San Lorenzo Valley – Valley Views. The final Access Management Plan will be presented in summer 2016. A website will be launched On November 12<sup>th</sup> ([www.ca-hwy17amp.org](http://www.ca-hwy17amp.org)).

Commissioners discussed: mobility benefits and priorities; METRO Highway 17 buses; public outreach and input; funding sources; access points; increased requests for routes across Highway 17; long term feasibility; and engagement with Caltrans District 4.

**Brian Peoples**, asked if advanced vehicle technology was being incorporated into the AMP.

20. Project Updates from City of Watsonville Public Works – oral presentation

Murray Fontes, City of Watsonville Principle Engineer discussed several completed and planned projects in Watsonville, including: reconstruction of roadway, increased safety for pedestrians and bicycle riders, roadway preservation, pedestrian improvements, traffic control, roundabouts and the recently funded segment on the Monterey Bay Sanctuary Scenic Trail (MBSST).

Commissioners discussed: the Active Transportation Program (ATP) funding and staffing for projects.

21. Highway 1 Project – Tier I and Tier II Draft Environmental Impact Report/ Environmental Assessment

Kim Shultz, Senior Transportation Planner, presented his staff report.

Mr. Shultz introduced Parag Mehta, Project Manager, and Laura Prickett, Environmental Lead, who presented a PowerPoint presentation on the overview of the Highway 1 Draft Environmental Impact Report/Environmental Assessment (DEIR/EIR).

The Highway 1 Tier I and Tier II Draft Environmental Impact Report/ Environmental Assessment was released on November 4<sup>th</sup> for public review and is available on RTC and Caltrans websites. Staff has done several outreach efforts, including: an eNews and informational flyers to residents and businesses within a quarter mile of the projects; ads being placed in newspapers, and there will be an Open House on Thursday, December 3, 2015 from 6:00 p.m. to 8:30 p.m. at Live Oak Elementary School Multipurpose room. The comment period has been extended until Monday, January 18, 2016.

Commissioner Caput left the meeting at 10:40 a.m. and was replaced by Commissioner alternate Tony Gregorio.

Commissioner Coonerty left the meeting at 11:00 a.m.

Commissioner Johnson left the meeting at 11:24 a.m.

Commissioners discussed: the need to become a self help county; projected timeline for project completion; the use of shoulders for buses; destination studies; length of validity of the Tier I analysis; Caltrans advocating and exploring other avenues for funds; and public involvement and comprehension of the complexities of the project.

**Jack Nelson** displayed pictures of different transportation modes, while discussing sustainability, and the lack of efficiency in cars. Mr. Nelson stated that we need to work on the current climate situation so it doesn't get worse.

**Lowell Hurst**, Watsonville City Council member, said the congestion is getting worse and progress needs to be made with alternatives and constructive methods to bridge the gap between answers and progress. He also stated that there is a need for housing and job balance and the needs are great, but the resources are slim.

**Candace Brown**, Santa Cruz resident, stated that East Morrissey has become an artery of Highway 1 and at times seems busier than the highway. She also noted that she is uncomfortable with the density.

## 22. Review of items to be discussed in closed session

None

## 23. Next meetings

The next RTC meeting is scheduled for Thursday, December 3, 2015 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean Street, 5<sup>th</sup> floor, Santa Cruz, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, November 19, 2015 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

The meeting adjourned at: 11:35 a.m.

Respectfully submitted,

Jennifer Rodriguez, Staff

Attendees:

Jack Nelson	Campaign for Sensible Transportation
Brian Peoples	Trail Now
Virginia Johnson	Santa Cruz County
Ellen Martinez	Trail Now
Kelly McClendon	Caltrans
Joe Erwin	Caltrans
Murray Fontes	City of Watsonville
Heather Adamson	Association of Monterey Bay Area Governments
Laura Prickett	
Parag Mehta	
Paul Elerick	
Lowell Hurst	
Candace Brown	

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**Santa Cruz County Regional  
Transportation Commission  
Transportation Policy Workshop**

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**MINUTES**

**Thursday, November 19, 2015  
9:00 a.m.**

**Veterans Memorial Building  
846 Front Street  
Santa Cruz, CA**

1. Roll call

The meeting was called to order at 9:04 a.m.:

Members present:

Don Lane	John Leopold
Bruce McPherson	Dennis Norton
Greg Caput	Randy Johnson
Zach Friend	Ed Bottorff
Cynthia Chase	Andy Schiffrin (alt.)
Lowell Hurst (alt.)	Mike Rotkin (alt.)
Aileen Loe	Virginia Johnson (alt.)
Tony Gregorio (alt.)	

2. Oral communications

**Jack Nelson**, Co-chair for Campaign for Sensible Transportation, said that carbon dioxide is an invisible gas that will destroy civilization and transportation plans need to take invisible challenges into consideration.

**Rick Nolthenius**, said that the CO<sub>2</sub> levels in the atmosphere are rising affecting the equilibrium, and causing sea levels to rise. He urged the Commission to think about the future and move toward sustainability and less carbon intense projects.

**Mitch Lachman**, said that the issue with climate change comes from too many cars driving between developments that require parking. He stated that widening the highway will not relieve traffic, and there needs to be a plan to get rid of onsite parking and move into mass transit and carpooling.

**Carey Pico**, said a Citizens Advisory Committee should be established to ensure open and honest information concerning projects is communicated to the public.

3. Additions or deletions to consent and regular agendas

A replacement page for Item 5 and handouts for Items 6 were distributed.

### **CONSENT AGENDA**

**Brian Peoples**, Trail Now, said the Commission should accept the claim from Brenda Sherriffs because of the dangerous design of the roundabout located near the wharf. He said that the roundabout is a liability to taxpayers.

Commissioner Leopold moved and Commissioner Alternate Schiffrin seconded the consent agenda. The motion passed unanimously with Commissioners Lane, Norton, Johnson, Caput, Leopold, McPherson, Friend, Chase, Bottorff, and Commissioner Alternates Rotkin, Schiffrin, and Hurst voting "aye".

4. Approved Consultant Selection for FY2013-FY2015 Triennial Performance Audit
5. Approved rejection of amendments to claim from Brenda Sherriffs

### **REGULAR AGENDA**

6. November 2016 Transportation Ballot Measure – Expenditure Plan Development

George Dondero, Executive Director, presented his staff report. The proposed ½ cent ballot measure would have a 30 year sunset. The five project categories for the expenditure plan are: neighborhood projects, highway corridors, mobility access, rail corridor, and coastal rail trail. Mr. Dondero noted that consultant assistance, with an estimated cost of \$120,000, would be needed for public outreach and for a poll of likely voters for the November 2016 election.

Commissioners discussed outreach costs for consulting and polls; whether the initial polling reflected the current Draft Expenditure Plan; and public polling for the preferred amount of sales tax and notification of a sunset clause.

Chair Lane opened the floor for public comments with a time limit of 1 hour.

**Pauline Seales**, Santa Cruz Climate Action Network, said knowing that the earth is going to die is overwhelming and the RTC needs to be more innovative with transportation plans to address the CO<sub>2</sub> issue.

**Bryan Largay**, commended the Commission on the development of the Draft Expenditure Plan and said the coastal corridor projects will be beneficial to the community. Mr. Largay said the community along Highway 9 would be more likely to support the proposed sales tax measure if the Commission allocated a proportionate amount of funds to San Lorenzo Valley transportation projects.

**Mark Mesiti-Miller**, stated that the Draft Expenditure Plan is well balanced and a great achievement in moving forward to be a self help county. He said the future of transportation efficiency needs a multi-modal model and suggested to extend the sales tax measure sunset clause from 30 years to 40 years.

**Terry Corwin**, CEO of the Land Trust of Santa Cruz County, said she recognizes the importance of being a self help county to compete for state and federal transportation funding and noted that the Land Trust has committed over \$7 million in matching funds to implement the Monterey Bay Sanctuary Scenic Trail (MBSST) Plan. Ms. Corwin gave information on Caltrans having preliminary plans for a wildlife tunnel around land secured by the Land Trust at Laurel Curve and stated that the Draft Expenditure Plan supports "all creatures access" and the common good to make Santa Cruz County better.

**Mitch Lachman**, said that we ultimately need to get cars off the road. He said neither funding mass transit nor funding the widening of the highway will relieve congestion in the long run.

**Rick Longinotti**, said that the latest technical information from the Highway 1 Environmental Impact Report (EIR) should be included in the Draft Expenditure Plan as it indicates that more auxiliary lanes do not relieve congestion. He stated that the commute is getting worse with the auxiliary lanes and the No Build Plan would be more efficient.

**Carey Pico**, said the costs presented are misleading and noted that the State of California projected a lower cost to build the Pajaro station. He stated that the upgrade of the train tracks to class 2 is not justified.

**Amelia Conlen**, Bike Santa Cruz County, urged the Commission to continue to fund the trail so it is completed within the 30 year time span of the measure. Ms. Conlen noted that Santa Cruz is now a Gold Level Bicycle Friendly Community, and said traffic could be positively impacted by investing in other areas of the county to make riding bikes a viable transportation option. She asked the Commission to consider setting aside funds specifically for bike, pedestrian, and safe routes to school projects.

**Micah Posner**, said he appreciated the work done for the Highway 1 EIR and emphasized the need for a public poll. He stated that the Draft Expenditure Plan would improve all transportation needs, but widening the highway would not substantially relieve congestion.

Commissioner McPherson left the meeting at 9:54 a.m. and was replaced with Commissioner Alternate Virginia Johnson.

**Eva Brunner**, said she would support the proposed sales tax increase if the funds go to alternative transportation rather than widening the highway. Ms. Brunner expressed the need for alternative transportation options in getting around the county, including San Lorenzo Valley, and getting cars off of the road.

**Bruce Sawhill**, Friends of the Rail and Trail, thanked the veterans for making it possible to be free to disagree. Mr. Sawhill stated that the rail and trail are complimentary and should be co-engineered to lessen disruptions. He said that federal and state funding is possible, but trails will require higher funds from local sources because they are not yet classified by government as mass transit. He noted that the state's priorities are changing to focus on reducing green house gases and fixing pot holes should be a priority locally.



**Casey Beyer**, said the Draft Expenditure Plan is not perfect, but addresses the needs of the community. He stated that doing nothing at all is not the answer and instead of the community isolating itself into one specific bucket, the November 2016 ballot should be used as a tool to take a stand for the good of all.

**Piet Canin**, Ecology Action, commended the Commission on the Draft Expenditure Plan. Mr. Canin said there needs to be a focus on sustainable and active transportation because Santa Cruz has barriers for biking and walking. He asked the Commission to consider a significant allocation of funds to building the majority of the trail, safety training for 5<sup>th</sup> graders, improvements to safe routes to school, bike and pedestrian projects and that options be kept open for the rail trail corridor.

**Bill Malone**, suggested a polling question and said he is in favor of spending money on transportation, but opposed to spending money on widening the freeway. Mr. Malone noted that the Campaign for Sustainable Transportation's (CFST) alternate expenditure plan, congestion relief, global warming, and politics have been discussed with Commissioners.

**Steve Tedesco**, thanked the Commission for being reasonable and moving forward to put more money into the system. He said he supports the proposed sales tax because the system clearly needs more funding and reasonable plans.

**Brian Peoples**, said utilizing the corridor with rubber wheels works. Mr. Peoples said new vehicle technology is going to make the highways and roadways more efficient and suggested that a toll road option be added to Highway 1 projects to bring in revenues to fund transportation projects. He stated the Commission has a great opportunity to make the plan a success.

**North County citizen**, said he's not sure of the value in widening the highway, but would rather have funds spent to fill pot holes to make the surface roads safer for cyclists. He stated that Caltrans should be responsible for acquiring the funds to widen the highway.

**Ron Pomerantz**, Executive Board Member of the Sierra Club, read a letter, that was included as a handout to Item 6, concerning: the Highway 1 Draft EIR, green house gases, the CFST's Sustainable Transportation Expenditure Plan, and the Sierra Club's support in passing a measure with alternative sustainability transportation options.

**Christy Kirven**, stated that people would be more likely to take an efficient train rather than the bus. She proposed putting both the CFST's plan and RTC's plan on the ballot to let the community decide which it prefers.

**Dean Ludholm**, said that widening the highway will not work and congestion could be relieved by providing more affordable housing developments near places of employment.

**Santa Cruz Citizen**, said that instead of having a sales tax increase that would fund widening the highway, we should utilize the publically acceptable, already installed, and efficient, train tracks as the cheapest alternative.

**Aldo Giachino**, used an analogy comparing the sales tax to a sour blended cocktail. He said the widening of the highway could sink the whole thing and should be removed from the proposal.

**Barry Scott**, CoastalRail.org, said that transportation is largely an energy matter and the addiction of driving cars needs to be broken. Mr. Scott noted that California used to be the lowest per capita energy user in the nation and that rail transportation is a proven sustainable technology that uses significantly less energy than cars.

**Brett Garrett**, said he supports a tax increase for sustainable transportation options and encourages solutions to get out of cars and alternatives to widening the highway.

**Jack Nelson**, noted CFST has a positive proposal for a sales tax measure that is available on their website. Mr. Nelson said he believes the Commission hasn't had time to absorb the information in the Highway 1 EIR and he is shocked with the green house gas data in the Air Quality Study Report.

Chair Lane closed the public comment period for this item at: 10:26 a.m.

With the assistance of facilitator Gary Merrill the Commissioner's discussed the Draft Expenditure Plan broken down as follows: 30% to neighborhood projects, 25% to highway corridors, 15% to mobility access, 15% to the rail corridor, and 15% to the sanctuary scenic trail.

Commissioners discussed: the percentage for Santa Cruz Metro; letters from Santa Cruz Metro Chair Dene Bustichi and Commissioner Dutra; striking a balance acceptable to voters; becoming a self-help county to move all transportation projects forward and leverage other funds; various efforts of Commissioners to reduce green house gases and improve sustainability; a sunset clause and a poll for the preferred time span; ensuring public confidence; an oversight committee; an imbalance of housing and jobs; alternative transportation; political feasibility of the measure; concern over interest groups killing the measure, resulting in lost funding; the importance of enough funding to complete proposed projects; and focusing on the overall needs across the county to find a balance for long term benefits.

Commissioner Caput left the meeting at 11:26 a.m. and was replaced by Commissioner Alternate Gregorio.

Mr. Merrill took a non-binding straw poll to determine if the Commissioners were in agreement with the 5 project categories and the allocation amounts. The voting was done on a 1-5 scale with 5 being the highest. Mr. Merrill emphasized that this was a non-binding straw poll with the formal voting to be done at the December 3, 2015 RTC meeting. 6 Commissioners voted with a 5, 3 Commissioners voted 4, 2 Commissioners voted 2, and 1 abstained.

Commissioner Alternate Rotkin moved and Commissioner Leopold seconded to approve the release of an RFQ or RFP for public outreach assistance, and for a poll of likely voters in the November 216 election. The motion passed unanimously with Commissioners Lane, Norton, Johnson, Leopold, Friend, Chase, Bottorff, and Commissioner Alternates Rotkin, Schiffrin, Gregorio, Johnson and Hurst voting "aye".

## 7. Next meetings

The next RTC meeting is scheduled for Thursday, December 3, 2015 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean Street, 5<sup>th</sup> floor, Santa Cruz, CA.

The meeting adjourned at: 11:56 a.m.

Respectfully submitted,

Jennifer Rodriguez, Staff

### Attendees:

Aldo Giachino	
Amelia Conlen	Bike Santa Cruz County
Barry Scott	CoastalRail.org
Bill Malone	Campaign for Sensible Transportation
Brett Garrett	
Brian Peoples	Trail Now
Bruce Sawhill	Friends of the Rail Trail
Bryan Largay	
Carey Pico	Trail Now
Casey Beyer	Santa Cruz County Bicycle Club
Chris Schneider	City of Santa Cruz Public Works
Christy Kirven	
Claire Fliesler	City of Santa Cruz
Connie Gib Wilson	
Daniel Zaragoza	Santa Cruz Metro
Dean Lundholm	
Deborah Calloway	
Dianna Adamic	
Doug Engfer	
Eric Child	
Eva Brunner	
Grace Voss	Santa Cruz County Cycling Club
Heather Adamson	Associates of Monterey Bay Area Governments
Jack Nelson	Campaign for Sensible Transportation
John Brissenden	
Kate Keesler	
Mark Mesiti-Miller	
Mary Odegard	

Micah Posner  
Michael Gasser  
Mitch Lachman  
Paul Elerick  
Pauline Seales  
Peter Scott  
Piet Canin  
Rick Longinotti  
Rick Nolthenius  
Ron Pomerantz  
Sean Hebard  
Steve Tedesco  
Terry Corwin  
Tom Duncanson  
Will Menchine

City of Santa Cruz  
Santa Cruz Climate Action Network  
Coastal Coalition  
Campaign for Sensible Transportation  
Santa Cruz Climate Action Network  
Campaign for Sensible Transportation  
Ecology Action

Sierra Club  
Carpenters Local 505

Land Trust of Santa Cruz County

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**TDA REVENUE REPORT**  
**FY 2015-2016**

<b>MONTH</b>	<b>FY14 - 15 ACTUAL REVENUE</b>	<b>FY15 - 16 ESTIMATE REVENUE</b>	<b>FY15 - 16 ACTUAL REVENUE</b>	<b>DIFFERENCE</b>	<b>DIFFERENCE AS % OF PROJECTION</b>	<b>CUMULATIVE % OF ACTUAL TO PROJECTION</b>
JULY	591,100	602,922	601,300	-1,622	-0.27%	99.73%
AUGUST	788,200	803,964	801,800	-2,164	-0.27%	99.73%
SEPTEMBER	791,871	807,709	872,384	64,675	8.01%	102.75%
OCTOBER	616,700	629,034	617,500	-11,534	-1.83%	101.74%
NOVEMBER	822,300	838,746	823,300	-15,446	-1.84%	100.92%
DECEMBER	719,449	733,838	0			
JANUARY	601,300	580,629	0			
FEBRUARY	801,800	758,764	0			
MARCH	739,331	835,900	0			
APRIL	524,400	524,826	0			
MAY	699,200	699,732	0			
JUNE	853,689	812,340	0			
<b>TOTAL</b>	<b>8,549,340</b>	<b>8,628,404</b>	<b>3,716,284</b>	<b>33,909</b>	<b>0.39%</b>	<b>43%</b>

**Note:**

\\RTCSERV2\Internal\FISCAL\TDA\MonthlyReceipts\[FY15 - 16.xlsx]FY2016

**AGENDA:** December 3, 2015

**TO:** Regional Transportation Commission (RTC)

**FROM:** Luis Pavel Mendez, Deputy Director

**RE:** Approval of Out-of-State Travel for One Transportation Planning Technician

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) approve out-of-state travel for Transportation Planning Technician Brianna Goodman to attend the Transportation Research Board conference in Washington DC in January 2016.

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## **BACKGROUND**

The Transportation Research Board (TRB) annual meeting and conference is one of the largest international conferences dedicated to transportation. The 2016 TRB conference will be held January 10–14, 2016 in Washington, D.C. More than 12,000 transportation professionals from around the world are expected to attend. More than 35 sessions and workshops will focus on the spotlight theme for the 2016 meeting: *Research Convergence for a Multimodal Future*. And more than 75 will address one or more of three “hot topics:” Transformation Technologies, Resilience, and Transportation and Public Health.

## **DISCUSSION**

The TRB program will cover all transportation modes, with more than 5,000 presentations in nearly 800 sessions and workshops, addressing topics of interest to policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions. One of those sessions will include Brianna Goodman, who was recently hired as a Transportation Planning Technician by the RTC.

Prior to being hired as a Transportation Planning Technician, Brianna volunteered her time at the RTC to assist with the surveying and public outreach for the passenger rail feasibility study. Brianna wrote a paper based on her work at the RTC and submitted to the TRB. Her paper was selected from thousands to be featured in a poster session. The title of Brianna’s paper is *Option and non-use benefit valuation of passenger rail based on user and nonuser attitudes: a case study of Santa Cruz, California*. Her research explores the correlation between nonuse benefits - a range of economic, environmental, and other benefits from a rail transit system perceived by those who do not intend to use the system - and

their overall level of support for such a rail project. The abstract for the paper is included as Attachment 1.

The total cost for one person's travel and participation at the TRB conference is estimated at about \$3,000 for travel, hotel, registration, meals, etc. Since Brianna is currently completing a class for her master's degree from UC Davis, she qualified for and secured a travel stipend of \$700 from UC Davis. In addition, she qualified for the lower cost student registration for the conference and will be sharing her hotel stay with a friend. Therefore, the estimated cost to the RTC for Brianna's travel to and participation in the TRB conference is about \$1,200. **Staff recommends that the RTC approve out-of-state travel for Transportation Planning Technician Brianna Goodman to attend the Transportation Research Board conference in Washington, DC in January 2016.**

## **SUMMARY**

The TRB conference is one of the largest international conferences dedicated to transportation. Brianna Goodman's paper based on her work at the RTC was selected for a session at the TRB conference. Staff recommends that the RTC approve out-of-state travel for Brianna Goodman to attend the TRB conference in Washington, DC in January 2016.

## **Attachment:**

1. Abstract of TRB paper authored by Brianna Goodman

S:\RTC\TC2015\TC1215\Consent Agenda\TRBConf2016.docx

# **Option and non-use benefit valuation of passenger rail based on user and nonuser attitudes: a case study of Santa Cruz, California**

## **Brianna Goodman, Corresponding Author**

Institute of Transportation Studies

University of California, Davis

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Tel: 530.752.6548 Fax: 530.752.6572; Email: bgoodman@ucdavis.edu

## **Farzad Alemi**

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Word count: 5,835 words text + 6 tables/figures x 250 words (each) = 7,335

Submission Date: July 30, 2015

## **ABSTRACT**

Option and non-use values of public transportation are perceived benefits accrued by residents who have access to the transit system, even if they do not use it. Previous studies have identified non-use value gained from a range of sources, such as mobility for non-drivers, aiding economic vitality, and promoting environmental sustainability. This study examines data from a 2014 Passenger Rail Feasibility Study survey of prospective users and non-users of a proposed rail transit system in Santa Cruz, California, using a cumulative ordered logit model to identify which option and non-use values are held by individuals who do not intend to use a proposed rail transit system but do think that the system would have a positive benefit for the community overall. This study is unique in examining individual types of non-use value, rather than consolidating them into a single value during data collection. All 11 option and non-use variables modeled were found to be significantly associated with overall views of the proposed system. In particular, respondents who think the system would be good for the county were more likely to put importance on the possibility that the proposed rail system would improve their ability to continue driving their personal vehicle. These findings indicate that public transit systems have the ability to generate a variety of non-use benefits to the community at large that are not captured by current cost-benefit analysis calculations.

*Keywords:* Transit, Rail, Option Value, Non-Use Value, Cumulative Ordered Logit



**Santa Cruz County Regional Transportation Commission  
THREE MONTH MEETING SCHEDULE**

**December 2015  
Through  
February 2016**

**All meetings are subject to cancellation when there are no action items to be considered by  
the board or committee**

**Please visit our website for meeting agendas and locations  
[www.sccrtc.org/meetings/](http://www.sccrtc.org/meetings/)**

Meeting Date	Meeting Day	Meeting Type	Meeting Time	Meeting Place
12/3/15	Thursday	Regional Transportation Commission	9:00 am	County Board of Supervisors Chambers
12/8/15	Tuesday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Commission Offices
12/14/15	Monday	Bicycle Advisory Committee	6:00 pm	Commission Offices
12/17/15	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
12/17/15	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
1/14/16	Thursday	Budget & Administration/Personnel Committee	3:00 pm	CAO Conference Room
1/14/16	Thursday	Interagency Technical Advisory Committee <b>NOTE – date changed this month</b>	1:30 pm	Commission Offices
1/21/16	Thursday	Regional Transportation Commission	9:00 am	County Board of Supervisors Chambers
2/4/16	Thursday	Regional Transportation Commission	9:00 am	Watsonville City Council Chambers
2/9/16	Tuesday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Commission Offices
2/15/16	Monday	Bicycle Advisory Committee	6:00 pm	Commission Offices
2/18/16	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
2/18/16	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices

**RTC Watsonville Offices – 275 Main St Ste 450 – Watsonville, CA**

**Board of Supervisors Chambers/CAO/RDA Conference room – 701 Ocean St-5<sup>th</sup> floor – Santa Cruz, CA**

**City of Capitola-Council Chambers – 420 Capitola Ave – Capitola, CA**

**City of Santa Cruz-Council Chambers – 809 Center St – Santa Cruz, CA**

**City of Scotts Valley-Council Chamber – 1 Civic Center Dr – Scotts Valley, CA**

**City of Watsonville-Council Chambers – 275 Main St Ste 400 – Watsonville, CA**

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
10/22/15	Letter	I		George	Dondero	SCCRTC	Rosie	Flores	Department of Transportation	California Rural Planning Assistance (RPA) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Funding
10/27/15	Email	I	CJ 10/27/15			SCCRTC	David	Eselius		Water Final Report
10/27/15	Email	I	CJ 10/27/15			SCCRTC	David	Eselius		First Amendment Drones
10/28/15	Letter	O		John	Hoole	Department of Transportation	Amy	Naranjo	SCCRTC	Agreements Covering Funding for the Fiscal Year 20152016 Freeway Service Patrol Program for Santa Cruz County Regional Transportation Commission
10/29/15	Email	I	JR 10/29/15			SCCRTC	David	Eselius		Losing Weight
10/30/15	Letter	I				SCCRTC	Jim	Reisinger	California State Controller	Low Carbon Transit Operations Program
10/30/15	Email	I	JR 10/30/15			SCCRTC	David	Eselius		Democratic Global Policies
10/30/15	Email	I	JR 10/30/15			SCCRTC	David	Eselius		Transportation Bill

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
10/31/15	Email	I	CJ 10/31/15			SCCRTC	David	Eselius		Political Criminal Activity
10/31/15	Email	I	CJ 11/02/15			SCCRTC	David	Eselius		National Policies Safety Conflict
11/01/15	Email	I	CJ 11/02/15			SCCRTC	David	Eselius		German Global Warming Confusion
11/02/15	Email	I	CJ 11/02/15			SCCRTC	David	Eselius		Keystone XL Politics
11/03/15	Email	I	CJ 11/04/15			SCCRTC	David	Eselius		San Francisco Affordable Housing
11/04/15	Email	I	CJ 11/04/15			SCCRTC	David	Eselius		The Diet
11/04/15	Email	I	CJ 11/05/15			SCCRTC	David	Eselius		Justice is Relative
11/04/15	Email	I	CJ 11/05/15			SCCRTC	David	Eselius		Denver Artificial Groundwater Recharge

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/04/15	Email	I	CJ 11/05/15			SCCRTC	Johanna	Bowen		Trail Now is the Best Choice
11/04/15	Email	I	CJ 11/05/15			SCCRTC	Cynthia	Dzendzel		Removal of Railroad Tracks
11/05/15	Email	I	CJ 11/05/15			SCCRTC	Jeff	Schmelter		Trail Not Rail
11/05/15	Email	I	CJ 11/05/15			SCCRTC	Andrea	Miller		Rail..... Trail Now!
11/05/15	Email	I	CJ 11/05/15			SCCRTC	David	Eselius		DMV Motor-Voter Software
11/05/15	Email	I	CJ 11/06/15			SCCRTC	David	Eselius		Trail Advocacy
11/05/15	Email	I	CJ 11/06/15			SCCRTC	David	Eselius		Greenhouse Gas Reduction
11/05/15	Email	I	CJ 11/06/15			SCCRTC	David	Eselius		EU to Re-Assess Its Security Posture

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/06/15	Email	I	CJ 11/06/15			SCCRTC	Jim	Penprase		Proposed Use of Rail Corridor from Wilder to Watsonville
11/06/15	Email	I	CJ 11/09/15			SCCRTC	David	Eselius		Conference of the Parties; (COP 21)
11/07/15	Email	I	CJ 11/09/15			SCCRTC	David	Eselius		Keystone XL Pipeline and Paris Climate Change
11/07/15	Email	I	CJ 11/09/15			SCCRTC	David	Eselius		Types of Diets
11/08/15	Email	I	CJ 11/09/15			SCCRTC	David	Eselius		Global Warming Exceeds +6.4°C Unabated
11/09/15	Email	I	CJ 11/09/15			SCCRTC	David	Eselius		Oil, Energy, Politics, and Labor
11/09/15	Email	I	CJ 11/09/15			SCCRTC	Brian	Peoples		Corridor Too Narrow for Train and Trail - Video
11/09/15	Email	I	CJ 11/09/15			SCCRTC	David	Eselius		Rise of Islamic Terrorist

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/09/15	Email	I	CJ 11/09/15			SCCRTC	David	Eselius		Blood Pressures
11/09/15	Email	I	CJ 11/10/15			SCCRTC	David	Eselius		Suu Kyi - Woman of the Decades
11/09/15	Email	I	CJ 11/10/15			SCCRTC	David	Eselius		Machine Learning Progress
11/09/15	Email	I	CJ 11/10/15			SCCRTC	David	Eselius		Business-As-Usual Politics
11/09/15	Email	I	CJ 11/10/15			SCCRTC	David	Eselius		Cancer and DNA
11/10/15	Letter	O		Theresa	Larson	Parsons	Kim	Shultz	SCCRTC	Highway 1 Soquel/Morrissey Open House Summary Report
11/10/15	Email	I	CJ 11/10/15			SCCRTC	David	Eselius		California voter Registration Software
11/10/15	Email	I	CJ 11/10/15			SCCRTC	David	Eselius		Divisiveness - a Minority Advantage

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/10/15	Email	I	CJ 11/11/15			SCCRTC	Larry	Bercovich		Tax Measure
11/11/15	Email	I	CJ 11/11/15			SCCRTC	David	Eselius		US Interests In Decline
11/11/15	Email	I	CJ 11/11/15			SCCRTC	David	Eselius		Highway 1 Funding
11/11/15	Email	I	CJ 11/11/15			SCCRTC	David	Eselius		Criminal Cyber Hacking
11/11/15	Email	I	CJ 11/11/15			SCCRTC	David	Eselius		Cool the Fish
11/11/15	Email	I	CJ 11/11/15			SCCRTC	David	Eselius		Syrian Civil War Plan
11/11/15	Email	I	CJ 11/12/15			SCCRTC	David	Eselius		Carbohydrate Diet Metabolism
11/12/15	Letter	O		Michael T	Doddy		George	Dondero	SCCRTC	Proposal for RY2013-FY2015 Performance Audits

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/12/15	Letter	O		Derek	Wong	Michael Baker International	George	Dondero	SCCRTC	Board Approval to Perform FY2013-FY2015 Triennial Audit of the Commission (RTPA), the Santa Cruz Metropolitan Transit District, and Two Special Transit Operators
11/12/15	Email	I	CJ 11/13/15			SCCRTC	David	Eselius		Politics of Crime Change
11/12/15	Email	I	CJ 11/13/15			SCCRTC	David	Eselius		Ignoring Terrorism
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Joe	Morici		Rail
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Michael	Coulson		No Train Station
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Robert	Jones		No Train
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Fay	Levinson		Rail/Trail Proposals
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Brian	Peoples		No To Train & Santa Cruz Taxpayers Funding Monterey Train Station



**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Bill	Gray		Rail
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Manuel	Rosas	Global Research	No To Train & Santa Cruz Taxpayers Funding Monterey Train Station
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Ed	Colligan		Monterey Train Station
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Carl	Casey		No Trains
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Foley	Weems		Train
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Charles	Selvidge		Opposition to Spending Money on Passenger Service for Santa Cruz Rail Line
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Dick	English		Santa Cruz County Transportation Priorities
11/13/15	Email	I	CJ 11/13/15			SCCRTC	Anita	Whelan		NO Re Train and Taxpayer Funding for Monterey Train Station

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/13/15	Email	I	CJ 11/13/15			SCCRTC	David	Eselius		Redistricting
11/13/15	Email	I	CJ 11/16/15			SCCRTC	David	Eselius		Transportation Safety
11/13/15	Email	I	CJ 11/16/15			SCCRTC	Theresa	Martinelli-Jones	Morgan Stanley Wealth Management	Train Station
11/13/15	Email	I	CJ 11/16/15			SCCRTC	David	Eselius		Radical Islamism
11/13/15	Email	I	CJ 11/16/15			SCCRTC	Hal	Stanger		Rail
11/13/15	Email	I	CJ 11/16/15			SCCRTC	Robert	Hull		Comments for 11/19 Meeting
11/14/15	Email	I	CJ 11/16/15			SCCRTC	David	Eselius		Islamic Terrorist in Paris - Cut IS Supply Routes
11/14/15	Email	I	CJ 11/16/15			SCCRTC	Keith	Schuler		Route One

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/14/15	Email	I	CJ 11/16/15			SCCRTC	Branwyn	Wagman		2016 Transportation Tax Measure
11/14/15	Email	I	CJ 11/16/15			SCCRTC	Gina	Colfer		Train
11/14/15	Email	I	CJ 11/16/15			SCCRTC	Dean	Cutter		Rail Trail Tax Measure Proposal
11/14/15	Email	I	CJ 11/16/15			SCCRTC	David	Eselius		European Appeasements
11/14/15	Email	I	CJ 11/16/15			SCCRTC	Tim	Brattan		Monterey co. Train Station
11/14/15	Email	I	CJ 11/16/15			SCCRTC	Robert	Jones		Rail Lunacy
11/15/15	Email	I	CJ 11/16/15			SCCRTC	Buzz Jennie	Anderson		Rail Corridor
11/15/15	Email	I	CJ 11/16/15			SCCRTC	David	Faulkner		New Monterey Train Station - Yes!

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/15/15	Email	I	CJ 11/16/15			SCCRTC	David	Eselius		Processing Cloud Voter Information
11/15/15	Email	I	CJ 11/16/15			SCCRTC	Kyrrah	Sevco		Message for Your Public Meeting on November 19
11/15/15	Email	I	CJ 11/16/15			SCCRTC	Pamela	Morgan		Widening Hwy 1
11/15/15	Email	I	CJ 11/16/15			SCCRTC	David	Eselius		Digitization of U.S. Citizenship and Immigration Services
11/15/15	Email	I	CJ 11/16/15			SCCRTC	David	Eselius		The Head of Islamic Terrorism
11/05/15	Email	I	CJ 11/16/15			SCCRTC	Rick	Longinotti		Sales Tax & Highway Aux Lanes
11/05/15	Email	I	CJ 11/16/15			SCCRTC	David	Eselius		Historical Global Warming
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Diana	Adamic		Proposed Plan to fund a New Monterey County Train Station

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Caren	Dix		Pedestrian/Bike Trail with Passenger Rail
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Eric	Richter		I Support a Sales Tax for Rail Trail and Other Programs
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Conrad	Seales		11/19 Meeting on Sales Tax Measure
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Victor	Aguiar		11/19 Meeting on Sales Tax Measure
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Kevin	Karplus		11/19 Meeting on Sales Tax Measure
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Elizabeth	Sanoff		11/19 Meeting on Sales Tax Measure
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Caroline	Lamb		11/19 Meeting on Sales Tax Measure
11/16/15	Email	I	CJ 11/16/15			SCCRTC	David	Eselius		European Islamic Muslims

**Correspondence Log  
December 3, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/16/15	Email	I	CJ 11/16/15			SCCRTC	David	Eselius		Greenhouse Gas Reduction
11/16/15	Email	I	CJ 11/16/15			SCCRTC	David	Eselius		Use of Nuclear Energy
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Philip	Boutelle		11/19 Meeting on Sales Tax Measure
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Laura	Cook		Funding for Rail Trail
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Ryan	Sarnataro		Sales Tax Measure
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Peter	Goodman		Widen Highway 1 with HOV Lanes
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Anne	Mark		Santa Cruz Rail Trail and the Ballot
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Steve	Piercy		Sales Tax Measure

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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Allison	Livingston		Sales Tax Measure
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Kimberley	Hughes		Sales Tax Measure
11/16/15	Email	I	CJ 11/16/15			SCCRTC	Richard	Nolthenius		Highway 1 Widening
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Susan	Cook		Sales Tax Measure
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Cheryl	Otto		Rail Trail
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Barry	Scott	The NEED Project	Sales Tax Measure
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Thomas P	Onan		Sales Tax Measure
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Trician	Comings		Sales Tax Measure

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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/16/15	Email	I	CJ 11/17/15			SCCRTC	David	Farberow		Sales Tax Measure
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Tim	Hawkins		Rail Trail
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Samara	Foster		Sales Tax Measure
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Rebbie	Higgins		Sales Tax Measure
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Batya	Kagan		Sales Tax Measure
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Joanne	Noce		Rail Trail
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Branna	Banks		Rail Trail
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Dave	Stoltz		Rail Trail



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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Mollie	Behn		Rail Trial
11/16/15	Email	I	CJ 11/17/15			SCCRTC	David	Eselius		Black Box Data
11/16/15	Email	I	CJ 11/17/15			SCCRTC	David	Eselius		The "Real" Obama
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Kent	Robinett		Rail Trail
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Sharon	Parker		Rail Trail
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Brian	Corser		Rail Trail
11/16/15	Email	I	CJ 11/17/15			SCCRTC	Jessica	Bender		Sales Tax Measure
11/17/15	Letter	O		Araceli	Rosas	Department of Transportation	Daniel	Nikuna	SCCRTC	Freeway Service Patrol (FSP) Program Funds

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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/17/15	Letter	I				SCCRTC	Micah	Posner		Sales Tax Measure
11/17/15	Email	I	CJ 11/17/15			SCCRTC	Therese	Kilpatrick		Rail Trail
11/17/15	Email	I	CJ 11/17/15			SCCRTC	James	Barrett		Sales Tax Measure
11/17/15	Email	I	CJ 11/17/15			SCCRTC	David	Eselius		Conventional and Asymmetric Warfare
11/17/15	Email	I	CJ 11/17/15			SCCRTC	Bill	Malone		Sales Tax Measure
11/17/15	Email	I	CJ 11/17/15			SCCRTC	David	Eselius		Global Warming Thermal Runaway
11/17/15	Email	I	CJ 11/17/15			SCCRTC	Emily	Gomez		Sales Tax Measure
11/17/15	Email	I	CJ 11/17/15			SCCRTC	Josh	Salesin		Sales Tax Measure

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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/17/15	Email	I	CJ 11/17/15			SCCRTC	Karen	Kefauver		Rail Trail
11/17/15	Email	I	CJ 11/17/15			SCCRTC	Forest	Monsen		Rail Trail
11/17/15	Email	I	CJ 11/17/15			SCCRTC	David	Eselius		Terrorism Misdirection
11/17/15	Email	I	CJ 11/17/15			SCCRTC	B	W		Rail Trail
11/17/15	Email	I	CJ 11/17/15			SCCRTC	Eric	Horton		Sales Tax Measure
11/17/15	Email	I	CJ 11/17/15			SCCRTC	Jessica L	Klodnicki		Rail Trail
11/17/15	Email	I	CJ 11/18/15			SCCRTC	Mark	Woodhead		Rail Trail
11/17/15	Email	I	CJ 11/18/15			SCCRTC	Karl	Heiman		Sales Tax Measure

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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/17/15	Email	I	CJ 11/18/15			SCCRTC	Michael	Pisano		Sales Tax Measure
11/17/15	Email	I	CJ 11/18/15			SCCRTC	Daniel	Spelce		Sales Tax Measure
11/17/15	Email	I	CJ 11/18/15			SCCRTC	Jesse	Frey		Sales Tax Measure
11/17/15	Email	I	CJ 11/18/15			SCCRTC	Gail	Michaelis-Ow		Highway 1
11/17/15	Email	I	CJ 11/18/15			SCCRTC	David	Eselius		Global Warming Delays
11/17/15	Email	I	CJ 11/18/15			SCCRTC	Sheila	Carrillo		Sales Tax Measure
11/17/15	Email	I	CJ 11/18/15			SCCRTC	Margaux J	Elliott		Rail Trail
11/17/15	Email	I	CJ 11/18/15			SCCRTC	David	Zweig		Sales Tax Measure

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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/17/15	Email	I	CJ 11/18/15			SCCRTC	Tom	Davis		Sales Tax Measure
11/17/15	Email	I	CJ 11/18/15			SCCRTC	Sharon	Borrega		Highway 1
11/18/15	Email	I	CJ 11/18/15			SCCRTC	Judith	Grunstra		Highway 1
11/18/15	Email	I	CJ 11/18/15			SCCRTC	Michael	Levy		Sales Tax Measure
11/18/15	Email	I	CJ 11/18/15			SCCRTC	Jessica	Evans		Sales Tax Measure
11/18/15	Email	I	CJ 11/18/15			SCCRTC	Deborah	Calloway		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	David	Eselius		French Airstrikes
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Melanie	Domiguez		Rail Trail

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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
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11/18/15	Email	I	CJ 11/19/15			SCCRTC	Michelle	Getz		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Lisa	Galleguillos		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Martha	Graham-Waldon		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Peter	Stanger		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Jack	Nelson		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Joni	Martin		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Leean	Nounnan		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Nicholas	Clifford		Sales Tax Measure

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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Ysraelya	Dolinger		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Eric	Brown		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Barbara	Elwell Matessa		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Amelia	Conlen		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Piet	Canin		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Mike	Matessa		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Ted	Burke		Highway 1
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Lois	Robin		Highway 1

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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Celia	Brown		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Joel	Isaacson		Highway 1
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Daniel	Croghan		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Jessica	Middour		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Dusten	Dennis		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Steve	Lustgarden		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Nita	Hertel		Sales Tax Measure
11/18/15	Email	I	CJ 11/19/15			SCCRTC	Chris	Krohn	UCSC	Sales Tax Measure



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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
11/19/15	Letter	I				SCCRTC	Zach	Friend	County of Santa Cruz	Santa Cruz County 2016 STIP Proposal RTIP Project # RTC 30: Route 1 Mar Vista Bike/Pedestrian Overcrossing
11/19/15	Email	I	CJ 11/19/15			SCCRTC	David	Eselius		Islamic Immigration
11/19/15	Email	I	CJ 11/19/15			SCCRTC	Catherine	O'Kelly		Highway 1
11/19/15	Email	I	CJ 11/19/15			SCCRTC	Len	Beyea		Sales Tax Measure
11/19/15	Email	I	CJ 11/23/15			SCCRTC	Ariel	Young		Sales Tax Measure
11/19/15	Email	I	CJ 11/23/15			SCCRTC	Gabrielle	Stocker		Sales Tax Measure
11/19/15	Email	I	CJ 11/23/15			SCCRTC	Ann	Bodine		Sales Tax Measure
11/21/15	Email	I	CJ 11/23/15			SCCRTC	Jeb	Bishop		Sales Tax Measure

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				TO			FROM			
Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/21/15	Email	I	CJ 11/23/15			SCCRTC	Mitchell	Lachman		Sales Tax Measure
11/22/15	Email	I	CJ 11/23/15			SCCRTC	Stacey	Falls		Sales Tax Measure
11/23/15	Email	I	CJ 11/24/15			SCCRTC	Glenn	Saltz		Trail Now

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## COMMENTS FOR ITEM 6 OF THE NOVEMBER 19' 2015 TPW MEETING THAT WERE RECEIVED AFTER THE DEADLINE

**From:** Michael Levy  
**Sent:** Wednesday, November 18, 2015 12:57 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** 11.19 Meeting on Sales Tax Measure

Dear Commissioners,

I would like to see money spent on what must be the transportation system of the future, not that of the past. I would not support a sales tax measure that includes 25% of its funding for highway widening. The realities of climate change mean that we will be moving away from cars and we should be proactive about this. Funding should go towards developing rail transit, towards bike infrastructure, and towards bus transit.

Thank you!

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*Michael Levy*

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**From:** Jessica Evans  
**Sent:** Wednesday, November 18, 2015 1:05 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Transportation sales tax

Hi,

I am a homeowner and resident of Santa Cruz and I wanted to give you my feedback on the proposed transportation sales tax.

First, I find it very offensive that you are still pushing the highway widening. That was already proposed and defeated. It will have no long term benefit and would just create more auto traffic and pollution. We don't need it or want it. What we need is real, effective, useful alternative transportation options.

With that said, for goodness sakes why does the proposed sales tax not fully fund the rail trail? Do you have any idea how important that project is to those of us who live and work in Santa Cruz? The faster we can get it built, the faster a huge chunk of our congestion will be removed as more and more able bodied people start commuting by bicycle.

I also would like to see more attention given to the passenger rail project, especially if it can be smartly designed to include space for bicycles on the trains. We need to start taking advantage of our world class climate and get out of our cars!

Adding more road space is proven in study after study to have only a very short term effect on reducing congestion: more road space makes for more cars. Then the added road capacity fills up and in the end you've spent millions of dollars to put more cars into the same stupid gridlock. What is the point?! I seriously do not understand this kind of short sighted thinking.

Please stop trying to force us Santa Cruz taxpayers to pay for widening the highway and start focusing on how we can fully develop our alternative transportation system. I will NOT support any sales tax that includes a highway widening project!

The ethical and moral thing for you to do is to separate any proposed highway widening tax from proposed alternative transportation taxes. Trying to sugar up the highway widening with a frosting of halfway alternative measures is totally inappropriate.

Sincerely, Jessica Evans

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**From:** Deborah Calloway  
**Sent:** Wednesday, November 18, 2015 1:07 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Transportation Projects Funding - Support for sales tax ballot measure

Dear Commission Members and Advisors,

As I urge you to put on a 2016 ballot the proposed one-half cent sales tax measure to fund the County's transportation projects I would also ask that you allocate adequate funds, even perhaps slightly more than the proposed 15% each, to the Rail Corridor and Mobility Access projects so that these do not fall short of the funds necessary to provide more than merely adequate quality to the projects. These two projects could invite more people to use them if their benefits are recognized because they will be fully attractive, integrated with and connected to other transportation options.

I greatly appreciate the ParaCruz service that is offered to some of my friends and family members. My family often must use and sometimes chooses still to use a private wheelchair accessible vehicle because of some of the limitations of ParaCruz. If the service areas were enlarged, we and others might be able to keep private vehicles off our roads and highways.

I now look forward with much appreciation for decades of forward thinking to our community's development of innovative passenger rail uses and the combination of mixed Rail-Trail concepts.

Sincerely,  
Deborah Calloway

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**From:** melanie dominguez  
**Sent:** Wednesday, November 18, 2015 1:55 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** rail to trail

I am in HUGE favor for the Rail to Trail system and putting as much taxpayer \$ we can. Please do whatever possible to make this project work. Everyone will benefit!!

Melanie Dominguez

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

From: Michelle Getz  
Sent: Wednesday, November 18, 2015 2:34 PM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: Funding for Felton

I would like to request the funding for the road project and transportation in Felton be raised to 10% of the funding, or \$25 million. I also believe it is in the best interest of the community for funding to be provided for a bike path or a trail from town to the schools.

Respectfully,  
Steve and Michelle Getz

Michelle Getz  
Wellness Advocate  
Doterra CPTG Essential Oils

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From: Lisa Galleguillos  
Sent: Wednesday, November 18, 2015 2:43 PM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: Comments on Proposed Sales Tax Increase for RT budget

Greetings,

I don't like more taxes. But I'm writing to let you know I would support a ballot measure advocating for a .5% increase in the sales tax for road improvements, provided that the San Lorenzo Valley would receive \$25 million of those funds for Hwy 9 maintenance. Since SLV is home to 10% of the county's population, it seems reasonable to me that we would receive 10% of the funding as Hwy 9 is a vital thoroughfare here. Thank you for your consideration in this matter.

Lisa Galleguillos

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**From:** Martha Graham-Waldon  
**Sent:** Wednesday, November 18, 2015 2:49 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Regional Transportation Budget  
**Importance:** High

I am writing to request that the San Lorenzo Valley be represented in the budget by allocating \$10 million specifically for Hwy 9 improvements such as a rails-to-trails-bike path, new lanes and better transportation. Many kids and adults in my area are forced to resort to hitch-hiking to get home or to work and school since there is only one bus that goes to Zayante daily in the winter and NONE in the summer. We deserve more. Please address the needs of the San Lorenzo Valley in the budget.

Sincerely,  
***Martha Graham-Waldon***

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From: Peter Stanger  
Sent: Wednesday, November 18, 2015 3:12 PM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: 11.19 Meeting on Sales Tax Measure

Dear Commissioners,  
my observations of the performance of the SSCRT has been:  
1) After running large display advertisements in local newspapers then hold lengthy and multiple forums to gather public information on the Monterey Bay Sanctuary Scenic Trail and the final draft prepared for acceptance by the commission, the commission then made last minute changes to the MBSST. The odious method to obscure from public notice this change was to place a small notice of the addition to the agenda for the SCCRTC's hidden in the classified section of the local newspaper only once. In reaction, over 70 individuals and organizations objected to the change to Segment 17. The SCCRTC approved the change to Segment 17 over those objections, in a manner that was seemingly deaf to the reaction of the citizens.  
2) After leading the public to believe that the rail and trail would be built together, and after spending six months and some \$3,000,000 to rebuild the La Selva Beach Trestle, it was a surprise to the public that the new trestle had been constructed with train tracks and NO pedestrian and bicycle trail. Information given to the public now indicates that another new bridge will have to be built to serve the needs of the pedestrian and bicycle trail.  
Using these measures to gauge the fiscal prudence and public transparency of the SCCRTC, I would not and will not vote for ANY transportation bond measures placed before me by the SCCRTC. I would encourage the SCCRTC to save their funds from expenditures necessary to mount a campaign and use it more wisely to build the trail.

Respectfully,  
Peter Stanger

**From:** Jack Nelson  
**Sent:** Wednesday, November 18, 2015 3:22 PM  
**To:** Regional Transportation Commission  
**Subject:** CFST's sales tax proposal

Dear RTC Commissioners, Commissioner Alternates, and Staff,

You may see a half page ad in today's (Wed., Nov. 18) Sentinel from the Campaign for Sensible Transportation (CFST), challenging the inclusion of more lanes for Highway 1 in a prospective transportation sales tax measure. This oppositional stance only comes when it is forced on us.

You may also read in the ad, CFST saying a sales tax measure could instead fund useful and environmentally sound transportation investments. We have details to that. A small delegation of some CFST members has already met with some of you individually to make the case for our draft "Sustainable Transportation Expenditure Plan," and with interest to hear your thoughts as well. Some of you we've not yet sat down with, or perhaps have initially handed you our proposal in a spare moment at a meeting.

We'd like all of you to see our "1-pager" proposal. We've gathered some comments that could go into a revision, but what I'm pasting in below at the end is what we have circulated to date.

The evidence continues to mount, that building freeway lanes as an answer to freeway traffic congestion is a self-defeating response whose time is passing, and the most informed and pragmatic of leaders are recognizing this. Along those lines, I'd like to offer you a web link to this recent online story associated with the Atlantic Monthly, titled "California DOT Admits That More Roads Mean More Traffic:"  
[http://www.citylab.com/commute/2015/11/californias-dot-admits-that-more-roads-mean-more-traffic/415245/?utm\\_source=SFFB](http://www.citylab.com/commute/2015/11/californias-dot-admits-that-more-roads-mean-more-traffic/415245/?utm_source=SFFB)

Within that story there is a link to the 1.5 page Policy Brief, "Increasing Capacity Unlikely to Relieve Traffic Congestion," which is posted on the Caltrans website, as you may see from the web address. Before you do anything else, I URGE YOU to read this brief, produced by the UC Davis Institute of Transportation Studies (and also published with greater detail last year by the California Air Resources Board):  
[http://www.dot.ca.gov/research/docs/10-12-2015-NCST\\_Brief\\_InducedTravel\\_CS6\\_v3.pdf](http://www.dot.ca.gov/research/docs/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf)

I invite your comments back to us, on all this.

Asking for your much-needed leadership into a sustainable future,  
Jack Nelson  
Co-chair, Campaign for Sensible Transportation

And here is CFST's proposal:

Draft Sustainable Transportation Expenditure Plan \$450M, 1/2 cent 30 year sales tax revenue

**1. Fix It First \$105M**

**-- Local Street & Road Repair and Maintenance**

-- for existing streets and roads, through local Public Works departments, including sidewalk and bike lane maintenance.

**2. Congestion-Free, Climate Friendly Active Transportation -- Bicycle and Pedestrian Projects**

-- Monterey Bay Scenic Sanctuary Trail

-- School traffic safety and student transportation services projects.

**\$102M**

**3. Transportation Access Options for All \$102M**

-- **Bus Service** – Maintain & Expand

-- ParaCruz (Elderly & Disabled Transportation Services) restored funding

-- Institutional promotion of smart access, by live/work proximity and telecommuting; support for land use changes and housing access, to reduce distance commuting and reliance on fossil fuel transportation. Specifics TBD.

-- Support for low cost, small to very small projects (example: sidewalk continuity) to encourage livable, walkable communities including to intermodal connections such as bike/walk-to-train-and-bus.

-- Incentives to encourage non-ownership of personal automobiles. Specifics TBD.

#### **4. Rail Corridor \$110M**

- **Passenger rail service** based on findings of continuing feasibility studies.
- \$85M capable of building Scenario E, Scenario B, Scenario S; or build Scenario G (includes Watsv.) if obtain added \$23M other funding, as outlined in May 2015 Passenger Rail Feasibility Study Draft Report, Exec. Summary.
- Full integration of pedestrian, bicycle, and bus features and connectivity.
- Inter-jurisdictional land use planning coordination to support corridor alternative(s) to Highway 1.

#### **5. Highway 1 Efficiency \$22M**

- Transportation Demand Management, focused on soft-infrastructure non-automobile alternatives and on high-occupancy alternatives to peak hour solo commuting on Highway 1, not to include new lanes. Tools include [cruz511.org](http://cruz511.org) travel info.
- Economic incentives (+ outreach, favorable PR, etc.) for local employers and employees to reduce employee peak-hour solo car trips.
- Origins-destinations and other studies to identify and then promote opportunities for mode switching away from solo car trips.
- New uses of information technology.
- Scoping studies and potential implementation of innovative efficiency measures TBD such as bus-on-shoulder, on-ramp management.

#### **Program Administration 2% \$9M**

Rev. 2015-10-9 from the Campaign for Sensible Transportation

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**From:** Joni Martin

**Sent:** Wednesday, November 18, 2015 3:24 PM

**To:** [info@sccrtc.org](mailto:info@sccrtc.org)

**Subject:** comments on proposed sales tax increase for regional transportation funds

Dear Santa Cruz County Regional Transportation Commission,

From what I've read of the proposed budget for how the proposed sales tax increase would be spent, I am concerned that the San Lorenzo Valley would be receiving a disproportionately low benefit for our portion of the taxes.

While a coastal bike trail and coastal railroad are great ideas, we have a valley where few of our children can safely bike or walk to school, and local community members have tried, at various times in the past, to get support for bike trails along Highway 9.

What would be a GREAT boon for the San Lorenzo Valley and Santa Cruz community as well would be a rail to trail bike path connecting the San Lorenzo Valley safely with Santa Cruz. There is nothing currently in the proposed budget/plan to make something like that happen. If the proposed transportation budget included a project like that, it would be worth it for our local community to support a sales tax increase.

But a \$10 million allocation for road improvements in our area is inadequate and disproportionate to our population size. A \$25 million allocation would seem to be the *minimum* fair allocation. Why? The measure allocates \$250 million for transportation up and down the coast: Highway 1 and the coastal rail-trail. We won't feel those improvements much.

The San Lorenzo Valley is home to 10% of the County population. Highway 9, our highway, main street, and path to school, deserves a proportionate amount: 10% of \$250 million.

Do we need the funds? Absolutely. Highway 9 is less safe than Highway 1 and the traffic is just as bad. Did you know that there have been over 100 accidents in front of the schools since 2004? The 2014 Santa Cruz County Regional Transportation Plan identified \$10 million in needed Highway 9 pedestrian safety projects.

Reducing traffic will take additional investment. There has not been a new plan for Highway 9 in 30 years. The County is starting one up, and it will surely identify important improvements. Thank you for considering these comments.

Sincerely, Joni Martin

**From:** Daryl Nounnan  
**Sent:** Wednesday, November 18, 2015 3:45 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Transportation taxes

To the Regional Transportation Commission,  
Re: Sales tax & Transportation

I don't like taxes. But I think our roads are crumbling and unsafe, and we need to invest in the future. The \$10 million allocation for Highway 9 is a great start. It reflects the good work of our representative on the Regional Transportation Commission, Supervisor Bruce McPherson.

But I think Highway 9 should be allocated \$25 million. Maybe that sounds like a lot, but this money will have to last for 30 years. Roadwork is expensive, especially with Caltrans involved.

It only seems fair: The measure allocates \$250 million for transportation up and down the coast: Highway 1 and the coastal rail-trail. We won't feel those improvements much. The San Lorenzo Valley is home to 10% of the County population. Highway 9, our highway, main street, and path to school, deserves a proportionate amount: 10% of \$250 million.

Do we need the funds? You bet. Highway 9 is less safe than Highway 1 and the traffic is just as bad. Did you know that there have been over 100 accidents in front of the schools since 2004? The 2014 Santa Cruz County Regional Transportation Plan identified \$10 million in needed Highway 9 pedestrian safety projects.

Reducing traffic will take additional investment. There has not been a new plan for Highway 9 in 30 years. The County is starting one up, and it will surely identify important improvements.

I would consider supporting a ballot measure for transportation funding... IF it includes \$25 million for Highway 9.

Sincerely,  
Leean Nounnan

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**From:** NICHOLAS CLIFFORD  
**Sent:** Wednesday, November 18, 2015 3:55 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** transportation budget / fund allocation

Hello and good afternoon,

I'm writing in regard to the proposed \$250m transportation budget proposal. From what I understand, the San Lorenzo Valley would only be allocated \$10m? I've lived here for 15 years and written often regarding the extraordinary danger for school children, adult cyclists and pedestrians that HWY9 presents, especially from downtown to the school campuses. Are you aware there is NO sidewalks ?? This is utter insanity and I cannot figure why after all these years this project hasn't been completed. PLEASE make this is priority before there is a tragic accident. While it is not possible to add sidewalks to 9 in its entirety. There has been much discussion about using the train route, this makes perfect sense and would be a huge boon for locals & tourists alike and the money that would follow to both Santa Cruz and the valley area.

I believe that this area accounts for 10% of the counties population and should therefore receive 10% of any funds at a bare minimum, surely this is fair? We are tax payers too after all. There are many other worth while transportation and infrastructure projects needed.

Sincerely  
N Clifford

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From: Ysraelya Dolinger  
Sent: Wednesday, November 18, 2015 4:15 PM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: SLV Allocation should be \$25 million

Dear Regional Transportation Commission:

I am a resident of Felton, and am writing to support the fair allocation of projected sales tax funds for HWY 9 projects. HWY 9 is the central artery of the entire San Lorenzo Valley, and as such, needs not only badly overdue infrastructure and maintenance improvements, but a new plan for reducing traffic congestion and pedestrian/bike safety. There have been over 100 accidents in front of the schools since 2004 and the main intersection at HWY 9 and Graham Hill Road, not only gets completely gridlocked around rush hour, but is unsafe due to the way the lanes are marked out ( I regularly narrowly escape an accident coming home from work due to the merging of traffic there, and have been hit once).

The San Lorenzo Valley is a beautiful area, one that both tourists and residents alike enjoy daily. Unfortunately, there is no safe way to walk or bike around the Valley and that is a shame. While ultimately a dream would be to have a bike path between Felton and Santa Cruz, my more immediate concern is a safe path for my children, aged 9 and 12, to be able to walk or ride safely to school or the amazing local parks from downtown Felton . For all these reasons, I would most definitely support a ballot measure for transportation funding. However, since 10 % of the county lives in the San Lorenzo Valley, and since there many important safety and improvement projects that need to be done, I believe we deserve our proportionate share of the proposed \$250 million, which is not \$10 million, but rather \$25 million dollars.

Sincerely,  
Ysraelya Dolinger

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**From:** Barbara Elwell Matessa  
**Sent:** Wednesday, November 18, 2015 4:20 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Regional Transportation Comission

To the Regional Transportation Comission:

As a resident of Ben Lomond, I would support a 30 year, 0.5% sales tax if it included a proportionate share for the San Lorenzo Valley, including Highway 9. I also support use of the funds for the coastal rail trail. I would hope the tax could fund expanding the trail to include the San Lorenzo Valley. We do not have a safe place to walk or bike along Highway 9.

Thank you,

Barbara Matessa

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

From: Eric Brown  
Sent: Wednesday, November 18, 2015 4:22 PM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: Regional transportation budget

Hi,

I'm a Santa Cruz county voter in Felton, CA. 10% of the the county population lives in San Lorenzo Valley. I'd like to see the money allocated to HW9 be 10% of the budget -- \$25M, not \$10M.

Thanks,  
Eric Brown

From: Amelia Conlen [<mailto:director@bikesantacruzcounty.org>]

Sent: Wednesday, November 18, 2015 4:24 PM

To: General Info

Subject: 11/19 Sales tax measure meeting

Hello,

Please see attached for a letter regarding tomorrow's TPW meeting.

Thank you,

--

Amelia Conlen

Director, Bike Santa Cruz County

\*\*\*\*\*



November 18, 2015

Dear Regional Transportation Commission members,

I am writing in regards to the draft expenditure plan for the 2016 sales tax measure. We appreciate your commitment to funding for the Monterey Bay Sanctuary Scenic Trail, and the increased amount for the trail included in the expenditure plan. We urge you to continue to fund the largest amount of trail possible within the 2016 measure.

I also urge you to consider committing to a specific percentage of funds dedicated to Safe Routes to Schools and other bike and pedestrian projects within the Neighborhood Projects Category. "Children walking near schools" was the highest-ranking transportation priority from the recent sales tax measure poll. From our perspective, guaranteeing that Safe Routes to Schools and other bike/ped projects will be funded through this tax measure is a significant selling point for local voters, and our constituents in particular. We understand that different local jurisdictions have differing priorities and needs, and so would suggest that the dedicated funds be a percentage of the total rather than broken down by jurisdiction.

Thank you for your consideration, and we look forward to working with you as the sales tax measure process moves forward.

Best,

Amelia Conlen, Director

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**From:** Piet Canin

**Sent:** Wednesday, November 18, 2015 4:34 PM

**To:** General Info

**Subject:** Fund Bike and Walk improvements & other sustainable transportation options

Dear RTC Commissioners,

I'm writing in support of funding local bike and walking improvements as well as transit, carpooling, telecommuting, and electric plug in vehicles through the proposed Transportation sales tax measure. Santa Cruz County has a large and ever increasing number of

people who bike/walk to school, work, errands, family outings, etc. But there are many barriers stopping more people from biking and walking. Please provide specific funds for improving bike and walk trips to school trips for children, commuter trips and around town trips.

Please allocate enough funds to build most of the Rail Trail, improve Safe Routes to Schools for kids biking and walking, and increase installation of protected bike lanes, sidewalk connections, and neighborhood safety improvements.

**Strong bike and walking numbers & need**

- Biking rates increased by 45% over 10 years locally and we have some of the highest bike rates in the state.
- Santa Cruz County and our local cities have some of the highest rates of bike and pedestrian crashes with injuries and fatalities in the state. From 2007 - 2013, there were over 1,450 bicycle and pedestrian injury collisions in Santa Cruz County resulting in 26 fatalities.
- The spring 2015 transportation sales tax poll of local voters showed that 60% of those surveyed would bike if there was a safe place to do so. 73% of those polled (highest level of support) supported improving walking infrastructure near schools. There are 44 schools within one mile of the rail trail.

**Good for the economy**

- There will be immediate and noticeable economic benefits when a majority of the Rail Trail is completed as tourist and locals will be biking and walking on the Trail. More tourists will visit more often and stay longer in Santa Cruz because of this car-free oasis. This increased activity will benefit local restaurants, hotels, recreational and tourist related retailers.
- There are 30 local bike businesses employing 1,000 and generating some \$800 million in annual sales. Bike and Transit work well together as you can go far on a bus or train and when combined with a bike you go door-to-door on your trip.

**PIet Canin**

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**From:** Mike Matessa

**Sent:** Wednesday, November 18, 2015 5:11 PM

**To:** [info@sccrtc.org](mailto:info@sccrtc.org)

**Subject:** Ben Lomond resident supporting planned tax

I support the planned 30-year 0.5% sales tax for local roads and transportation. In particular, Highway 9 between Felton and Ben Lomond is unsafe and would benefit from the planned \$10 million (or more!) in needed pedestrian safety projects. There have been over 100 accidents in front of the schools since 2004.

-Mike Matessa  
Ben Lomond

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**From:** Ted Burke

**Sent:** Wednesday, November 18, 2015 5:25 PM

**To:** [info@sccrtc.org](mailto:info@sccrtc.org)

**Cc:** Casey Beyer ([casey.beyer@sccbusinesscouncil.com](mailto:casey.beyer@sccbusinesscouncil.com))

**Subject:** Transportation plan

Commissioners:

There are some who say that road widening and other efforts to-date have not improved travel on Highway 1. I beg to differ. ANYONE who has traveled that route prior to and post widening have experienced much faster travel times . . . first to Morrissey and later to Soquel Ave. I can't imagine how anyone could deny the vast improvement in travel times in that very important and highly traveled corridor following the construction of a third lane.

And lastly, strictly as a personal opinion, I fear the measure will fail if the rail/trail is expanded beyond creating and improving a scenic, functional trail path that would also propose tax funding for rail service on the line.

TED BURKE

Shadowbrook Restaurant

Co-owner

From: Lois Robin  
Sent: Wednesday, November 18, 2015 5:27 PM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: Strongly held opinion on widening the Highway

Widening Highway 1 still won't work. Do not waste taxpayer money adding lanes. We need to get cars off the highway. There are intelligent ideas for doing it. Let's start to get creative.

One suggestion: For all those who car pool, free parking.

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From: Celia Brown  
Sent: Wednesday, November 18, 2015 5:37 PM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: 11.19 Meeting on Sales Tax Measure

I support a sales tax measure for increased bike lanes, access and safety.

Thank you,  
Celia Brown

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From: Joel Isaacson  
Sent: Wednesday, November 18, 2015 6:03 PM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: Hwy. 1 widening

Dear Commission,

Please don't waste \$100 million of our money on widening Hwy.1. The improvement to congestion will be minuscule and short lived; widening highways only attracts more traffic. Lets improve our existing roads and develop our public transit system.

Sincerely,  
Joel Isaacson  
Home Owner  
Santa Cruz

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**From:** Daniel Croghan  
**Sent:** Wednesday, November 18, 2015 6:13 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** SCCRTC Budget Allocation

If the San Lorenzo Valley residents are going to pay the .5% sales tax increase, then we should benefit from it proportionately.

The \$250M for transportation improvements *may* be sufficient for the next 30 years, but San Lorenzo Valley residents deserve 10% of that for maintenance of our roads since we comprise 10% of the contributors to the tax.

I typically oppose sales tax increases, but I also know the value of infrastructure maintenance. I will support this tax increase as long as the distribution is fair. The current proposal of \$10M for maintenance of Hwy 9 is not fair. This amount should be \$25M (10% of the \$250M allocated to transportation).

Dan Croghan  
Felton

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**From:** Catherine O'Kelly  
**Sent:** Thursday, November 19, 2015 7:45 AM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** NO TO WIDENING!!!!

I've written about this before, but need to do it again today—NOW.

**DO NOT EVEN THINK OF WIDENING THE FREEWAY!!!!**

It won't to a bit of good. The traffic is even WORSE since the millions were spent widening part of Highway One.

As many of us have suggested, put in a **LIGHT RAIL** using existing rails.

Light rail is quiet compared to full on trains, which would annoy Aptos residents.

And build a Light Rail spur track up to Cabrillo and up to UCSC if possible.

If not a spur, then a shuttle bus service. They do this all along the Light Rail route in Santa Clara County. DO NOT WIDEN HWY 1. PLEASE!!!

Catherine O'Kelly  
Scotts Valley, CA

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**From:** Jessica Middour  
**Sent:** Wednesday, November 18, 2015 8:08 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Transportation Tax Measure for Rail Trail

To Whom It May Concern,

Research has proven that adding lanes to increase hwy capacity will only make traffic worse.

I want my tax dollars to pay for a Monterey County Train station to better increase the viability of a passenger train along our newly acquired rail corridor. Please include a Monterey County Train station and funding for a train along the rail corridor in the 2016 Transportation Tax Measure. We need effective transportation investments. Please increase passenger rail capabilities and do not add more lanes to Hwy 1!

Thank you so much for your time & attention.

Sincerely,

Jessica Middour  
Santa Cruz, Ca

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**From:** Dusten Dennis  
**Sent:** Wednesday, November 18, 2015 8:16 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Tax Measure

Greetings SCCRTC,

I have been reading about the proposed tax measure and while I support a lot of the elements in the proposal such as funding for the rail trail I don't know if I will be able to vote for it because it combines funding for so many different projects for such a long period of time. It is a big commitment for our county.

Thank You,

Dusten Dennis

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**From:** Steve Lustgarden  
**Sent:** Wednesday, November 18, 2015 8:43 PM  
**To:** Regional Transportation Commission  
**Subject:** 11.19 Meeting on Sales Tax Measure

Dear RTC Commissioners, Commissioner Alternates, and Staff,

You may see a half page ad in today's (Wed., Nov. 18) Sentinel from the Campaign for Sensible Transportation (CFST), challenging the inclusion of more lanes for Highway 1 in a prospective transportation sales tax measure. This oppositional stance only comes when it is forced on us.

You may also read in the ad, CFST saying a sales tax measure could instead fund useful and environmentally sound transportation investments. We have details to that. A small delegation of some CFST members has already met with some of you individually to make the case for our draft "Sustainable Transportation Expenditure Plan," and with interest to hear your thoughts as well. Some of you we've not yet sat down with, or perhaps have initially handed you our proposal in a spare moment at a meeting.

We'd like all of you to see our "1-pager" proposal. We've gathered some comments that could go into a revision, but what I'm pasting in below at the end is what we have circulated to date.

The evidence continues to mount, that building freeway lanes as an answer to freeway traffic congestion is a self-defeating response whose time is passing, and the most informed and pragmatic of leaders are recognizing this. Along those lines, I'd like to offer you a web link to this recent online story associated with the Atlantic Monthly, titled "California DOT Admits That More Roads Mean More Traffic:"

[http://www.citylab.com/commute/2015/11/californias-dot-admits-that-more-roads-mean-more-traffic/415245/?utm\\_source=SFFB](http://www.citylab.com/commute/2015/11/californias-dot-admits-that-more-roads-mean-more-traffic/415245/?utm_source=SFFB)

Within that story there is a link to the 1.5 page Policy Brief, "Increasing Capacity Unlikely to Relieve Traffic Congestion," which is posted on the Caltrans website, as you may see from the web address. Before you do anything else, I URGE YOU to read this brief, produced by the UC Davis Institute of Transportation Studies (and also published with greater detail last year by the California Air Resources Board):

[http://www.dot.ca.gov/research/docs/10-12-2015-NCST\\_Brief\\_InducedTravel\\_CS6\\_v3.pdf](http://www.dot.ca.gov/research/docs/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf)

Thank you.

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**From:** Nita nita  
**Sent:** Wednesday, November 18, 2015 8:51 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** transportation plan

If there is to be a new transportation tax implemented in the county I would like it to be toward visionary and sustainable goals. In light of this upcoming climate change talks and actions worldwide, it seems we should be thinking about the bigger picture and not only how to ameliorate traffic issues. I understand it is horrible to sit in traffic everyday and, yet, I don't think widening Highway 1 is the solution. Encouraging people to get out of their cars, improving public transportation and creating more affordable housing so people can live closer to their jobs will do more to offset carbon gases and reduce climate change. Please register my vote for greater scope solutions that truly have a future plan rather than buying bandaids for the present dilemma.

thanks  
nita Hertel

**From:** Chris Krohn  
**Sent:** Wednesday, November 18, 2015 9:09 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Dear Regional Transportation Commissioners, Nov. 19, 2015

Re: Nov. 19, 2015 meeting concerning sales tax ballot initiative

Dear Transportation Commissioners,

Thank you for the work you do. Thank you for seeking to reduce traffic congestion on the Central Coast. I believe we share this goal and I am hopeful our area can be a model for other communities seeking alternatives to automobile travel, and also lower our individual and collective carbon footprints.

I believe you are well aware that the future of transportation in this county is stake. Now you can create the opportunity to seize the moment and support an initiative that invests in pedestrians, bicyclists, rail and trail, remote parking coupled with shuttle buses, and improving Metro transit as well. This can all be possible with the ballot initiative before you on Nov. 19th.

I suggest any ballot initiative's goal be to reduce single occupancy travel by offering alternatives to those who wish to leave their car at home, or not even purchase one, so that those who have to drive can do so on roadways that are less crowded. The current plan seems to veer from an alternative transportation future; it will not reduce congestion from Santa Cruz to Freedom Blvd. We should not be investing in auxiliary lanes, but in ramp metering, an employee bus pass program, and creating programs that make it easier to traverse the county while leaving the internal combustion engine behind. (Please refer to a recently released Cal Trans report on the TSM Alternative that I believe you are already familiar with that states that our county's carbon footprint will increase by 25% if the highway project is pursued.)

I urge you to discontinue the widening urge and plan for an effective, dynamic and community empowering transportation system. Think big! Other cities support free fare box shuttles; housing near public transit; opening major thoroughfares weekly and monthly to non-automobile traffic; creating alley ways, stairways and tunnels that link neighborhoods; a viable rail-trail system, and a citywide bike share system similar to Citi Bike in NYC or Pronto in Seattle.

I may not be alive in 2046 when this proposed initiative's tax ends, but my hope is that my children and grandchildren will come away with knowing that we tried to do the right thing in 2015.

Sincerely,

Chris Krohn

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**From:** Len Beyea  
**Sent:** Thursday, November 19, 2015 9:22 AM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** comment on Draft Transportation Expenditure Plan Proposal  
Commissioners and Staff:

In reviewing the Draft Transportation Expenditure Plan Proposal, it attempts to balance competing demands for transportation development, but lacks a unifying and coordinating direction.

I happen to be an enthusiastic supporter of developing transit on the rail corridor, but as with other transit developments, there is an elephant in the room that is ignored. The driving force of local congestion and capacity limits is the number of vehicles commuting over Highway 17 on a daily basis (and tourist traffic over 17 makes this a 7 day/week issue in the summer). As long as there is no significant alternative to automobile travel on highway 17 for traffic between Santa Cruz and Santa Clara Counties, no amount of transit development on the rail corridor or SCTMD routes will have a significant impact on congestion (or associated emissions). In the long term, we need a coordinated interconnected transit system. Nothing appears to be in the works, or even being investigated, to address this need.

Regarding widening of Highway 1, given the length of time for construction, the very high cost, the limited (if any) improvement to travel times, and the inevitable increase in fuel costs and pressure to reduce emissions, this appears to be largely a waste of money. (Some access improvements may make more



sense in the long term, but general widening does not.) I personally see no reason to vote for more money for highway widening. Integrated transit services that share the Highway 1 right of way would be more valuable in the long term.

I also encourage the RTC to review the Climate Action Plans of the Cities and the County, and to coordinate transportation improvements with the CAPs for the affected jurisdictions.

Thank you for your attention to these matters.

Len Beyea

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**From:** ariel y

**Sent:** Thursday, November 19, 2015 4:29 PM

**To:** [info@sccrtc.org](mailto:info@sccrtc.org)

**Subject:** RTCommission will discuss a 30-year 0.5% sales tax for local roads and transportation

Hello,

I am unable to attend the public meeting, but wanted to let you know I would support a sales tax increase if 25% of the funds were allocated to Highway 9. The measure allocates \$250 million for transportation up and down the coast: Highway 1 and the coastal rail-trail. The San Lorenzo Valley is home to 10% of the County population. Highway 9, our highway, main street, and path to school, deserves a proportionate amount: 10% of \$250 million.

Thank you for your consideration,  
E. Ariel Young

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From: Gabrielle Stocker

Sent: Thursday, November 19, 2015 8:25 PM

To: [info@sccrtc.org](mailto:info@sccrtc.org)

Subject: NO to Highway 1 widening!

I am strongly opposed to a sales tax increase to widen Highway 1, under the euphemism of building "auxiliary lanes", with the claim that this would ease traffic congestion. The Caltrans Environmental Impact Report states that there would be "a very slight improvement", and by encouraging more cars to travel on this highway, our air would become worse and greenhouse gases would increase.

I would support a sales tax increase to build a light rail system on the recently acquired railroad right-of-way as well as to develop a walking and bicycling trail along the same corridor.

Thank you.  
Gabrielle Stocker  
Santa Cruz CA

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**From:** Ann Bodine

**Sent:** Thursday, November 19, 2015 8:35 PM

**To:** [info@sccrtc.org](mailto:info@sccrtc.org)

**Subject:** Widening Highway 1

Dear Commissioners:

Those who will not learn from history are doomed to repeat it. History has shown that widening highways is futile. In a few years the decrease in congestion encourages an increase in traffic, resulting in the same congestion.

PLEASE don't spend OUR money on this futile endeavor! Please spend our money on long-term solutions such as public transportation, dedicated bike paths, and safe walking routes.

--Ann Bodine  
Santa Cruz, CA 95060



From: Jeb Bishop  
Sent: Saturday, November 21, 2015 6:07 PM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: plz fund non-automobile transportation

I am writing about the proposed sales tax measure on the 2016 ballot for transportation. I would encourage you to please put the money towards non-automobile transportation. As a commuter over the hill for many years, a car was my only viable alternative. I felt trapped in my car, isolated from the world, having to focus on something as boring as traffic, as well as the guilt i've felt for how much I've contributed to climate change from all the carbon dioxide I generated. I longed for good public transportation such as a train - economical, efficient, environmentally sound, and relaxing, able to talk to fellow passengers or read the newspaper. For allocation of sales tax revenue, please:

- nothing to widening Highway 1
- fully fund the rail trail
- support buses
- make train transport on our County's rail lines a viable and successful transportation option

Thanks,  
Jeb Bishop

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From: Mitchell Lachman  
Sent: Saturday, November 21, 2015 10:15 PM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: hwy one improvement or expansion

Hello < i do not support a widening of highway 1, or to spend more money for its expansion. Instead, we need a plan to get people into mass transit.  
Good bye, Mitchell Lachman

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**From:** Contact Request Form [<mailto:admin@sccrtc.org>]  
**Sent:** Sunday, November 22, 2015 2:39 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** New submission from Contact Form

This Contact Request Form has been submitted by a member of the public to <http://sccrtc.org/contact-us/>.

Name
Stacey Falls
Subject
I don't support highway widening
Your Message
<p>I am writing to say that, while I support a small increase in sales tax to increase transportation alternatives, I don't support any form of highway widening.</p> <p>I understand and empathize completely with the need for congestion relief, but putting money into the exact same problem that causes congestion in the first place, more cars and incentivizing more cars, isn't actually a long-term, sustainable solution.</p> <p>The problem is that people drive because they feel like they don't have many real, viable solutions. No one wants to be stuck in traffic, and most people would probably prefer to do something else, or turn the driving over to someone else (which is why self-driving cars are such an exciting development for many) but when faced with inefficient unreliable public transportation choices or</p>

bicycling long distances, most people would choose the more autonomous option to drive.

I say this as someone who has experience commuting from Santa Cruz to Aptos for my first job. The 71 bus was a nightmare, slow and crowded. Carpooling limited my freedom, and biking was just too far, so I chose to drive every day. Even though going north to south was reverse commute, it was still a stressful burden, and I hated doing it.

If there had been a more efficient, reliable bus or, even better, a train, I would have likely taken it. If there were more systematic ways to coordinate carpooling with a schedule that worked better for me, I might have considered it. If my employer had offered a van pool, running at various times throughout the commute window, I would have tried it.

I think most people are open to options and solutions, and it should be the job of the RTC to explore and fund these actual choices. What if, instead of using millions for highway widening, that money went into providing financial incentives to county businesses to stagger their work hours. Shifts could start at 7, 8, 9, and 10 am and go until 3, 4, 5, and 6 pm. Money could also be used to incentivize e-commuting and company wide van-pools. The RTC could also work with local agencies and governments to promote affordable housing so that fewer folks have to commute because they can afford to live in the place that they work.

I applaud the RTC's efforts to bring a commuter train to Santa Cruz County and to work with the Rail Trail to shorten bike commuting distances and safety. These are the kinds of solutions that need our attention and financial support, and I would support increased taxes for smart, environmentally friendly, sustainable, long-term solutions that ultimately decrease the total number of cars on the road.

Sincerely

Stacey Falls  
High School Teacher

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**From:** Glenn Saltz

**Sent:** Monday, November 23, 2015 2:52 PM

**To:** [BDS022@co.santa-cruz.ca.us](mailto:BDS022@co.santa-cruz.ca.us); [info@sccrtc.org](mailto:info@sccrtc.org)

**Subject:** Trail Now - Glenn Saltz

Mass transportation can be a wonderful thing, but only if it is designed and implemented correctly. I support TRAIL NOW, an organization that is promoting using our existing rail corridor for a trail, without a train. The corridor is simply not suited for efficient rail transportation. It's not correctly positioned geographically. The corridor could be used to build a pedestrian and bike trail that we can be proud of, a trail that our kids can enjoy, a trail designed and used by the disabled and our Senior citizens. A trail that connects our neighborhoods not separates them. A world-class trail from Watsonville to Santa Cruz. I respectfully ask you to halt the passenger train idea. I respectfully ask you to build a trail. Now.

Sincerely,  
Glenn Saltz

Sent: Saturday, November 21, 2015 10:15 PM

To: [info@sccrtc.org](mailto:info@sccrtc.org)

Subject: hwy one improvement or expansion

Hello < i do not support a widening of highway 1, or to spend more money for its expansion. Instead, we need a plan to get people into mass transit.

Good bye, Mitchell Lachman

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**From:** Contact Request Form [<mailto:admin@sccrtc.org>]

**Sent:** Sunday, November 22, 2015 2:39 PM

**To:** [info@sccrtc.org](mailto:info@sccrtc.org)

**Subject:** New submission from Contact Form

This Contact Request Form has been submitted by a member of the public to <http://sccrtc.org/contact-us/>.

**Name**

Stacey Falls

**Subject**

I don't support highway widening

**Your Message**

I am writing to say that, while I support a small increase in sales tax to increase transportation alternatives, I don't support any form of highway widening.

I understand and empathize completely with the need for congestion relief, but putting money into the exact same problem that causes congestion in the first place, more cars and incentivizing more cars, isn't actually a long-term, sustainable solution.

The problem is that people drive because they feel like they don't have many real, viable solutions. No one wants to be stuck in traffic, and most people would probably prefer to do something else, or turn the driving over to someone else (which is why self-driving cars are such an exciting development for many), but when faced with inefficient, unreliable public transportation choices, or bicycling long distances, most people would choose the more autonomous option to drive.

I say this as someone who has experience commuting from Santa Cruz to Aptos for my first job. The 71 bus was a nightmare, slow and crowded. Carpooling limited my freedom, and biking was just too far, so I chose to drive every day. Even though going north to south was reverse commute, it was still a stressful burden, and I hated doing it.

If there had been a more efficient, reliable bus or, even better, a train, I would have likely taken it. If there were more systematic ways to coordinate carpooling with a schedule that worked better for me, I might have considered it. If my employer had offered a van pool, running at various times throughout the commute window, I would have tried it.

I think most people are open to options and solutions, and it should be the job of the RTC to explore and fund these actual choices. What if, instead of using millions for highway widening, that money went into providing financial incentives to county businesses to stagger their work hours. Shifts could start at 7, 8, 9, and 10 am and go until 3, 4, 5, and 6 pm. Money could also be used to incentivize e-commuting and company wide van-pools. The RTC could also work with local agencies and governments to promote affordable housing so that fewer folks have to commute because they can afford to live in the place that they work.

I applaud the RTC's efforts to bring a commuter train to Santa Cruz County and to work with the Rail Trail to shorten bike commuting distances and safety. These are the kinds of solutions that need our

attention and financial support, and I would support increased taxes for smart, environmentally friendly, sustainable, long-term solutions that ultimately decrease the total number of cars on the road.

Sincerely

Stacey Falls  
High School Teacher

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**From:** Glenn Saltz

**Sent:** Monday, November 23, 2015 2:52 PM

**To:** [BDS022@co.santa-cruz.ca.us](mailto:BDS022@co.santa-cruz.ca.us); [info@sccrtc.org](mailto:info@sccrtc.org)

**Subject:** Trail Now - Glenn Saltz

Mass transportation can be a wonderful thing, but only if it is designed and implemented correctly. I support TRAIL NOW, an organization that is promoting using our existing rail corridor for a trail, without a train. The corridor is simply not suited for efficient rail transportation. It's not correctly positioned geographically. The corridor could be used to build a pedestrian and bike trail that we can be proud of, a trail that our kids can enjoy, a trail designed and used by the disabled and our Senior citizens. A trail that connects our neighborhoods not separates them. A world-class trail from Watsonville to Santa Cruz. I respectfully ask you to halt the passenger train idea. I respectfully ask you to build a trail. Now.

Sincerely,  
Glenn Saltz



ROUTE 46 CORRIDOR IMPROVEMENT  
5-3-13



Looking east on Highway 46 in San Luis Obispo County

FALL 2015

## District Director's Report

*A quarterly publication for our transportation partners*

### Highway 46 Project Awarded Excellence

The second five-mile segment of the Highway 46 widening in San Luis Obispo County, also known as Whitley 1, was recently recognized with a Caltrans *Excellence in Transportation Award* in the rural category.

Over the years, several high-profile injury and fatal collisions occurred along Highway 46. To address safety, the route is being converted from a two-lane conventional highway to a four-lane divided expressway. In all, nearly 63 miles will be widened from US 101 near Paso Robles to Interstate 5 in Kern County with two lanes in each direction, separated by a wide, unpaved median.

A unique and innovative feature of Whitley 1 is the use of landform grading allowing the roadway to blend with the natural rolling topography and rural setting. A network of frontage and connector roads in the Whitley Gardens community was also constructed, eliminating conflicts with traffic crossing the highway. Caltrans' partners on the project include San Luis Obispo Council of Governments, Fix 46 Committee and Papich Construction Inc.



Sara von Schwind

### New Maintenance & Operations Leader

Sara von Schwind is now the Deputy District 5 Director of Maintenance and Traffic Operations. She has acted in this position since January 2015. Before that, she served as Deputy District Director of Program Project Management since 2012.

Von Schwind is a licensed civil engineer and has served 23 years in various Caltrans positions, including Project Management. She holds a Bachelor's degree in civil engineering and a Master's in the same field with coastal and geotechnical emphases. She previously worked in the

## Caltrans District 5



District Director

Timothy Gubbins

*Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.*

Geotechnical Division and is experienced in bridge foundations, retaining walls, slope stabilization, rock scaling and storm damage repairs.

### \$25K for Innovative Ideas



Caltrans is one of three state agencies offering \$25,000 each for the most innovative ideas addressing the following:

- Improving the state's transportation system (Caltrans).
- Improving sustainable government practices to address climate change (Department of General Services).
- Helping to prevent underage drinking (Department of Alcoholic Beverage Control).

All California residents are encouraged to apply. State employees and their immediate families are ineligible to compete. Applications are available online until **5 p.m. Tuesday, Oct. 13, 2015.**

<http://www.dot.ca.gov/hq/paffairs/news/pressrel/15pro80.htm>.

Please Submit Maintenance Service Requests at the Following Link: <http://www.dot.ca.gov/hq/maint/msrsubm>



## Connected Vehicles Pilot Program



Caltrans and its partners are working to improve transportation safety and mobility, and reduce environmental impacts using connected vehicle technology. This state-of-the-art system has the potential to transform the way Americans travel through a safe, interoperable wireless communication network connecting cars, buses, trucks, trains, traffic signals, smart phones and other devices. These vehicles would feature safety warnings alerting motorists of upcoming road hazards such as collisions, icy conditions and sharp curves. This technology has the potential to address crashes caused by non-impaired drivers, but more research is needed to determine effectiveness, according to the National Highway Traffic Safety Administration.

Caltrans, the Metropolitan Transportation Commission (MTC) of the San Francisco Bay Area, the Los Angeles County Metropolitan Transportation Authority (METRO), and the San Diego Association of Governments (SANDAG) together are proposing a robust connected vehicle pilot program in San Francisco, Los Angeles and San Diego. The program, titled, *One California*, focuses on safety, mobility, the environment, and agency efficiency. It also furthers

the *California Transportation Plan 2040* goals by creating a sustainable, interconnected transportation system encouraging economic vitality, protecting natural resources, and promoting the health and well-being of all Californians. More information is available at:

[http://www.dot.ca.gov/research/operations/one\\_california/](http://www.dot.ca.gov/research/operations/one_california/).

## Mile Marker Fall Edition Released



*The Mile Marker: A Caltrans Performance Report* edition is now available online. The plain language report addresses how well Caltrans is protecting and improving California's transportation system.

The latest issue discusses Caltrans' project delivery at 98 percent, greenhouse gas reductions, using greener pavements, daily hours of vehicle delay and incident clearance. It also features corporate efficiency efforts, high-technology pavement monitoring, and travel behavior and options. More information is available at:

<http://www.dot.ca.gov/MileMarker/2015-3/files/1.html>

## Proposition 1B – Good Investment Return

Since voters passed Proposition 1B in 2006, more than 2,000 projects statewide have improved California's transportation infrastructure, including roads, bridges, and rail and transit systems.

Proposition 1B, totaling nearly \$20 billion, represents the state's largest expenditures on transportation since the 1950s. These include:

- \$4.5 billion – 90 corridor projects to reduce congestion.
- \$2.5 billion – 87 projects improving freight movement on state highways, rail systems and ports.

- \$3.6 billion – Nearly 1,200 transit and rail system improvements, including upgraded transit services, modernized transit stations and cleaner-running buses.
- \$1 billion – 23 projects to improve SR 99 in the state's Central Valley.

In District 5, Proposition 1B provided \$96 million for widening 13 miles of Highway 46 East in San Luis Obispo County, and \$28 million for constructing the US 101/San Juan Road interchange in Monterey County. To date, this funding has provided more than \$18 billion to improve transportation statewide. More information is available at:

<http://www.dot.ca.gov/hq/paffairs/news/pressrel/15pro88.htm>.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 3, 2015 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS										
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Hwy. 1 North County Pavement Preservation and Rumble Strips (1C8604)</b>	Near City of Santa Cruz from Western Drive to San Mateo C/L (PM 20.2-37.4)	Pavement preservation and install rumble strips	May 13, 2015 – Fall 2015	\$10.7 Million	SHOPP	Caltrans	Doug Hessing (PD)	Granite Construction, Watsonville, CA	Anticipated completion in winter, 2016.
2.	<b>Hwy. 9 Pollution Source Control (0Q5904)</b>	At and near Boulder Creek at various locations from 0.9 mile south of Glengarry Rd to 0.2 mile north of McGaffigan Mill Rd (PM 3.7-18.7)	Construct retaining wall & viaduct structure. Replace drainage pipes. Rehab maintenance turnaround.	Winter 2014-September 5, 2015 (One year plant establishment starting Nov. 2015)	\$1.8 Million	SHOPP	Caltrans	Doug Hessing (KB)	Granite Rock Company, San Jose, CA	Construction completed on Sept. 5, 2015. Plant establishment beginning in November for one year.
3.	<b>Monterey-Santa Cruz ADA (0R510)</b>	On SR 1 and SR 9 at various locations (other locations in Monterey County)	Construct curb ramps, sidewalks, and modify signal and lightings	Fall 2015 – Fall 2016	\$1.2 Million	SHOPP	Caltrans	Kathy DiGrazia (BR)	Pacific Infrastructure, Vacaville, CA	SCR County locations: SR 1 at Freedom Blvd SR 1 at Graham Hill Rd SR 9 at SLV High School
4.	<b>Hwy. 17 Shoulder Widening and Concrete Guardrail (0T980_)</b>	In Santa Cruz County near Scotts Valley from 0.4 mile South of Sugarloaf to 0.1 mile South of Laurel Road (PM 8.3-9.4)	Shoulder widening and concrete guardrail	Winter 2015-Fall 2016	\$6.2 Million	SHOPP	Caltrans	Doug Hessing ( )		Project went out to bid on Nov. 13. Contract scheduled to be awarded and accepted in December, 2015.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 3, 2015 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT										
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
5.	<b>Hwy. 1/17 Shoulder Widening (1A870)</b>	On Route 1 from the NB merge with Route 17 to the NB off-ramp to Ocean Street (PM 16.9-17.2)	Extend the SR 1 NB #1 lane to extend the merge with the SR 17 SB #2 lane	Fall, 2015	\$1.1 Million	SHOPP	Caltrans	Luis Duazo (KB)	Granite Construction, Watsonville, CA	Construction scheduled to begin in December 2015, weather permitting.
6.	<b>Hwy. 129/Carlton Rd Intersection Improvements (1F350)</b>	Near Watsonville from 0.1 mile west to 0.2 mile east of Carlton Rd (PM 3.2-3.5)	Construct accel/decel and 2-way left turn lanes	2018	\$2 Million	SHOPP	Caltrans	Doug Hessing	TBD	On schedule for July, 2016 PA&ED.
7.	<b>Hwy. 129 Curve Realignment (0T540)</b>	East of Watsonville between 0.4 mile west of Old Chittenden Rd and 0.1 mile east of Chittenden underpass (PM 9.5-10.0)	Curve realignment	Spring, 2016	\$5 Million	SHOPP	Caltrans	Doug Hessing (KB)	Granite Rock Company, San Jose, CA	Most of the roadwork will be done with one-way signal traffic control with about 7-10 days of full closures at the end of the project. Construction start delayed until spring due to weather.
8.	<b>Hwy. 152 ADA (1E020)</b>	Near Watsonville from Wagner Avenue to south of Holohan Road (PM 1.3-R2.0)	ADA compliance (install sidewalks)	2018	\$1.9 Million	SHOPP	Caltrans	Kathy DiGrazia	TBD	On schedule for January, 2016 PA&ED.
9.	<b>Hwy. 152 Accessible Pedestrian Signals (1G280)</b>	14 intersections in Santa Cruz County	Install accessible pedestrian signals	Winter, 2016	\$1.3 Million	SHOPP	Caltrans	Kathy DiGrazia	TBD	Locations: SR 1 in Santa Cruz (3) SR 17 in Scotts Valley (2) SR 129 in Watsonville (3) SR 152 in Watsonville (6)



**AGENDA:** December 3, 2015

**TO:** Regional Transportation Commission (RTC)

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** Rail Transit Feasibility Study – Final Report

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission:

1. Accept the *Rail Transit Feasibility Study – Final Report* for the Santa Cruz Branch Rail Line (online at: [www.sccrtc.org/rail](http://www.sccrtc.org/rail)); and
  2. Direct staff to seek funding to conduct environmental review, preliminary engineering and other analysis needed to answer outstanding questions regarding potential rail transit options.
- 

## **BACKGROUND**

In 2012 the RTC purchased the Santa Cruz Branch Rail Line in order to expand transportation options in Santa Cruz County. The rail line generally parallels the coast from Davenport to Watsonville/Pajaro Junction, through the most heavily populated areas of the county. With the rail line under public ownership, the RTC received a transit planning grant from the California Department of Transportation (Caltrans) to analyze a range of rail transit options on the rail line and further the state's mission to improve mobility and the quality of life in California.

Previously, the RTC completed the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan which provides guidance and cost estimates for constructing a bicycle/pedestrian trail within the right-of-way adjacent to the railroad tracks. Iowa Pacific – operating locally as Santa Cruz & Monterey Bay Railways (SC&MB) – owns an easement and has been assigned Common Carrier status by the Federal Surface Transportation Board to provide freight operations on the rail line. Big Trees Railroad/Roaring Camp and SC&MB operate recreational/excursion service on portions of the rail line.

In May 2014, the RTC awarded a contract to Fehr & Peers, which specializes in transit planning, to conduct the rail transit study. The consultant team includes experts in rail operations and service planning (LTK Engineering Services), rail engineering and capital costs (RailPros), and transportation funding (Schaevitz). Agencies with experience in planning and implementing rail transit provided peer review of technical information; local agencies and stakeholders provided input at several points during development of the study. The study was prepared in

partnership with Santa Cruz METRO, Iowa Pacific/Santa Cruz & Monterey Bay Railway, and Caltrans who provided oversight as members of the Project Team.

On May 21, 2015, the draft rail study was released for public review. Comments on the draft document were due July 31, 2015. The RTC conducted a broad range of public outreach activities to encourage community participation in the review of and discussion about the findings in the draft study (summarized in Appendix A of the study). The draft document, fact sheets, flyers and background materials were available on the RTC webpage ([www.sccrtc.org/rail](http://www.sccrtc.org/rail)) and at numerous meetings and events. Information was available at local libraries and distributed through newsletters, emails, web newsfeeds, news media, and local business and community groups. At its September 2015 meeting, the RTC discussed input received on the draft study (including over 400 emails, comment forms, and letters - online at: [www.sccrtc.org/rail-study-comments](http://www.sccrtc.org/rail-study-comments), comments received at meetings, and over 2,600 responses to the online survey). While there is a broad spectrum of opinions, ranging from those that oppose adding any transit service on the rail line to others that would like to see passenger rail service immediately implemented, many community members had questions or suggestions regarding certain aspects of rail transit service.

## **DISCUSSION**

The Rail Transit Feasibility Study provides cost and ridership estimates for and analyzes a range of sample rail transit options on the Santa Cruz Branch Rail Line between Santa Cruz and Watsonville/Pajaro based on goals and objectives developed with community input in Summer 2014 and service scenarios and evaluation metrics approved by the RTC in September 2014.

Based on the technical analysis and evaluation conducted by the consultant team, the study finds that introducing rail transit service on the Santa Cruz Branch Rail Line is feasible from a constructability and operational standpoint. Rail transit service has the potential to improve accessibility and mobility along the rail corridor and aligns with goals, objectives and sustainability principles identified in the RTC's Regional Transportation Plan (RTP), AMBAG's Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS), Caltrans' California Transportation Plan, Smart Mobility Framework, Strategic Management Plan, District System Management Plan, Highway 1 Corridor System Management Plan, and State Rail Plan. Regardless of the final station locations, station design, schedules, frequency, and vehicle technology utilized, rail transit is considered in order to improve long term accessibility and mobility along this underutilized transportation corridor, provide an alternative to driving on congested roadways, and provide more reliable travel times than vehicles using the congested roadway and highway network. Rail transit service would provide additional travel options for getting to work, going to school, visiting friends, or running errands. Rail transit attracts riders who may not otherwise take a bus, in addition to those who cannot drive, walk or bike to their destinations. It could facilitate economic development and land use that preserves and revitalizes local, walkable communities; reduce gasoline consumption from private automobiles; provide a comfortable ride where people can relax; help

relieve the pressure to develop farm land and create a mobility option for future generations along the narrow coastal shelf between the mountains and ocean.

### Document Updates

Based on input received on the draft study, the document has been updated to provide clarification and additional information on many of the topics raised by members of the public, Commissioners, RTC Committees, interest groups and partner agencies, as summarized in Attachment 1.

The most significant change is that Section 8 has been revised, based on strong interest in providing rail transit service to Watsonville, comments on priority goals and objectives, and concerns from many members of the community that rail transit service every 30 minutes (up to 30 round trips per day) is too frequent. The updated document outlines possible parameters for providing service between Santa Cruz and Watsonville (summarized in Attachment 2). Section 9 has been modified and expanded to provide additional information on implementing rail service (summarized in Attachment 3). Additional information has also been included regarding rail vehicle technology, noise, the Monterey Bay Sanctuary Scenic Trail (MBSST), bicycles on rail vehicles, and other topics.

Fehr and Peers will present the final report at this meeting. **Staff recommends that the RTC accept the Rail Transit Feasibility Study-Final Report** (online at: [www.sccrtc.org/rail](http://www.sccrtc.org/rail)), **inclusive of any modifications requested by the board at this meeting.**

### Next Steps

Any final changes requested by the RTC board at this meeting will be made and the final study will be posted on the RTC website, printed and distributed to libraries and Caltrans, as well as available to partner agencies and Commissioners.

As demonstrated by the extensive public input received on the draft study (see [September 3, 2015 staff report](#)), there are many outstanding questions or suggestions about the parameters for and implementation of rail transit service. Since the Rail Study is a planning-level document it provides a general evaluation of a range of rail transit service scenarios on the Santa Cruz Branch Rail Line; it does not answer all of the questions raised by staff, Commissioners, and members of the community. As described in Sections 8 and 9 of the revised document, **there are a wide range of factors that would need to be taken into consideration before deciding to implement rail transit service and selecting a preferred alternative. Project-level environmental documentation and preliminary design engineering would more fully answer questions** raised by providing design to a 20-30% level, more detailed analysis about ridership, costs, environmental impacts/mitigations, transit coordination, station design and vehicle options. To address many of the outstanding questions about rail transit service on the Santa Cruz Branch Rail Line, **staff recommends that the RTC direct staff to seek funding to conduct environmental review, preliminary engineering and other needed analysis for potential rail transit options. See separate**

*staff report regarding recommendation to include funding for this more detailed evaluation of rail transit service in the local sales tax measure expenditure plan.*

In consideration of numerous public comments on the draft document and overall goals and objectives for rail transit, any detailed analysis should focus on the Santa Cruz-Watsonville/Pajaro corridor, and the phased service options described in the revised Section 8. The RTC should also monitor vehicle technology advancements. Additionally, as with all public transportation and infrastructure projects, funding would need to be secured for construction, vehicles, and ongoing operations and maintenance. New local funds, such as a local sales tax, could provide not only operations and maintenance revenue, but also matching funds to compete for federal or state grants, essential for funding construction and other upfront capital expenses.

In addition to requesting more detailed answers to technical and policy-level questions about noise, vehicle technology, service hours and frequency, ridership, rail station design and parking, integration with the bus system, and other factors, some RTC board and community members have expressed interest in better understanding any other feasible options for the corridor, in order to provide the fullest data set as the RTC evaluates its options and makes decisions regarding use of the Santa Cruz Branch Rail Line. This includes how other uses could either complement or replace rail service, such as bus rapid transit (BRT), "trail-only" use, combined trail and BRT use, and possible use of pod cars in the right-of-way. Some have indicated that definitive answers to these questions are needed before moving forward with rail transit service. If the RTC receives funding for the Unified Corridor Plan, the forthcoming county-level travel model and planning effort could provide a comparative evaluation of possible transportation investments on the Watsonville-Santa Cruz travel corridor.

## SUMMARY

The RTC was awarded a transit planning grant to analyze rail transit service along the Santa Cruz Branch Rail Line. The study includes cost, ridership, and funding information for a range of public transit service scenarios within the most populated sections of the rail corridor. Based on comments received on the draft study, the study was updated to provide clarification and additional information on several topics ([Attachment 1](#)). Staff recommends that the RTC accept the final consultant report (online at [www.sccrtc.org/rail](http://www.sccrtc.org/rail)) and seek funds for environmental analysis and preliminary design work, in order to determine how best to proceed with utilizing the rail corridor.

### Attachments:

- Online: Rail Transit Feasibility Study - Final Report – [www.sccrtc.org/rail](http://www.sccrtc.org/rail)
- 1. Summary of comments and updates
- 2. Suggested Parameters for Service (*Summary of updated Section 8*)
- 3. Implementation Steps (*Summary of updated Section 9*)

**Summary of Public Comments on the Draft Study and  
Updates in Final Rail Transit Study**

The following is a summary of comments received on the draft rail feasibility study by topic and a summary of updates made in the final study (*shown in italics*). Input was received by the RTC via emails, letters, comment forms, an online survey, and at several meetings held from May 21, 2015 to July 31, 2015. All of the emails, comment letters, and forms, as well as the survey results, were posted on the RTC website and available to the RTC board. While the following summary does not include every unique comment, additional information is included in the final document in response to most comments and questions received during the comment period. Answers to some questions and comments are beyond the scope of this feasibility study and would not be explored until detailed analysis is done in later phases, including project-level environmental review, design engineering, or operational service planning; or as part of a comparative unified corridors plan.

**GENERAL SUMMARY OF COMMENTS**

- Comments received ranged from strong support for any type of rail service, to support of certain types or frequency of service, to voicing concerns about potential impacts or certain aspects of scenarios analyzed, to strong opposition to any type of rail service, to opposition to any activity on the rail line and other comments in between.
- Many respondents that expressed general support for rail transit proposed specific parameters (e.g. service area, station locations, vehicle types, cost, service hours) for a preferred service scenario.
- Concerns expressed by those opposed to rail transit often focused on the number of daily trains, cost, ridership estimates, horn noise, and trail integration.

**SERVICE CHARACTERISTICS**

- **SERVE WATSONVILLE:** Strong support for serving Watsonville to address congestion and equity. Some suggested a “hybrid” scenario, with peak or commute hour service to Watsonville and regular local service between Westside Santa Cruz and Aptos/Cabrillo throughout the day. *Document Updates: Section 8 was revised to show options for a hybrid scenario that serves Watsonville.*
- **REGIONAL RAIL CONNECTIONS:** Support for regional rail connections at Pajaro to provide both links for Santa Cruz County residents to travel to places outside the county and for visitors to come to Santa Cruz County without their vehicles, many citing that regional connection would be key to project success and/or funding. Connections to Monterey were also encouraged. *Document Updates: Addressed in document as Scenario J and revised Section 8.*
- **HOURS and FREQUENCY:** Concerns were expressed that 60 trains a day is too many. Others requested that trains run frequently so service is convenient for regular use. Some respondents wanted frequent service throughout the day (not just peak periods). Some communicated importance of late night service for students and workers with non-traditional hours. Some were opposed to early morning or late night service. Some requested that train service operate on holidays. *Document Updates: The sample service scenarios identified in the study include a range of service hours and frequencies in order to understand differences in costs and ridership. Text edited to emphasize that actual service hours would be established with public input during service planning*

*(similar to bus system service planning), including in Sections 8 and 9. Section 8 suggests scalable implementation options.*

- **SPEED:** Concerns that trains traveling 45-60 mph would be too fast in neighborhoods. *Document Updates: Clarifies that under the scenarios analyzed, trains are traveling 25-35 mph on average, provides information on regulations regarding train speeds, and sample trip graph (Section 5.1.2).*
- **FARES:** Requests for a unified fare card that works on buses. Request for affordable fares. Requests that rider fares cover a higher percentage of the cost. *Document Updates: Additional information added to Section 9.3 about fare collection and rate options used by transit systems. Additional information on farebox recovery ratios (portion of cost covered by rider fares) added to section 6.4.3.*
- **SPUR LINE:** Requests for service to downtown Santa Cruz via Chestnut Street, to Harvey West businesses, and to San Lorenzo Valley; suggestions to reach out to Roaring Camp and Big Trees RR. *Document Updates: Executive Summary includes explanation that this study focuses on the main portion of the RTC-owned Branch Rail Line between Santa Cruz and Watsonville/Pajaro. Coordination with Big Trees/Roaring Camp to extend service toward Harvey West and the San Lorenzo Valley could take place in the future.*
- **OVER-THE-HILL:** Interest in expanding future train service to the Bay Area north through the Santa Cruz mountains. *Document Updates: Expanded discussion in the "history" section of Section 1: Introduction regarding the history of rail corridor over "the hill" and current conditions. This study focuses on the existing RTC-owned Santa Cruz Branch Rail Line.*

## **VEHICLES:**

- **VEHICLE TECHNOLOGY:** High level of interest in lighter, smaller, quieter, more efficient vehicles than traditional commuter trains. Interest in energy options other than diesel. *Document Updates: Expanded information on current and potential future vehicle options, including rail transit vehicles that are low and zero emission, included in Sections 2 and 8.2.4. General information about available vehicle technologies/types is already included in the document.*
- **VEHICLE DESIGN:** Requests that rail cars have the capacity to accommodate many bikes, large baggage (surfboards, kayaks, etc.), dogs and restrooms. *Document Updates: Text added throughout the document and in Section 2, especially regarding bikes on board. Section 8 notes that given the high level of community interest in this feature, specifications for rail transit vehicles should include accommodations for transporting bicycles. The specifics would be decided at future stages. Vehicle design and floor plan could undergo public review prior to vehicle procurement/purchase.*

## **STATIONS**

- **STATION LOCATIONS:** Concern expressed that proposed stations are not close enough to major destinations and employment centers, such as UCSC, Dominican Hospital, the Capitola Mall, and Cabrillo College. Suggestion that downtown station be moved to the north leg of the wye (by old Depot Park station) to be closer to downtown and Laurel St. buses serving UCSC, others suggested that Westside Santa Cruz be considered the primary UCSC station instead of Bay St. *Document Updates: Section 8 was modified to include a potential initial service option with less frequent service and shorter length between Watsonville and Depot Park in downtown Santa Cruz. Text added to Section 8 regarding access to/from stations. Coordination with METRO buses and future developments*

discussed in Section 9. Appendix H includes maps and information on key destination and employment areas within  $\frac{1}{4}$  and  $\frac{1}{2}$  mile of potential rail stations analyzed in this study.

- AMENITIES: Suggestions that stations include bathrooms and concessions/retail (latter to finance project) and wi-fi in stations/on trains to enhance trip productivity. *Document Updates: Updated text in several sections to clarify that detailed station design would be decided at future stages of rail transit development.*
- PARKING: Comments that additional parking at stations is needed, and that permitting may be appropriate to prevent spill over into neighborhoods. *Document Updates: Discussion of parking in Sections 8 and 9 expanded to identify policy decisions and experience in other areas, and coordination needed with local jurisdictions for parking restrictions. The location and size of park-and-ride lots would be analyzed in future stages of rail transit development.*

## **COST**

- COSTS & FUNDING: Concerns expressed about the total cost, that cost would outweigh benefits, cost per rider, that funding (including ongoing Operating & Maintenance) is uncertain, and that considerable support by taxpayers would be required. Comments that project will be more expensive in the future, so investment should happen now. *Document Updates: Text added to Sections 6, 8 and 9 about cost and funding methodology, farebox recovery rates, and comparable rail system costs. O&M costs are based on an average of costs shown in the National Transit Database; study includes 30% contingency. Sections 6 and 7 include comparisons of costs and farebox recovery rates for other transit systems.*
- ALTERNATIVE SPENDING OPINIONS: Support expressed for spending funds on other transportation projects, including widening Highway 1, expanding Metro bus service, and fixing local roads. Comments that rail construction costs less than widening Highway 1. *Document Updates: The Santa Cruz County Regional Transportation Plan (RTP) included an analysis of different funding scenarios for the countywide transportation system. Comparative information about specific other transportation modes or projects is proposed to be analyzed as part of Unified Corridors Plan.*
- METRO FUNDING: Concern that rail project would dilute funds to Metro. *Document Updates: Section 6.4 modified to focus on funding sources that are potentially available for rail transit and text added to Section 6.4 to emphasize that the study assumes funds currently designated for METRO operations would not be available for rail transit; STIC and METRO UCSC fees removed from list of candidate sources.*

## **RIDERSHIP**

- RIDERSHIP MODEL: Ridership numbers were thought to be either too optimistic (high) or too conservative (low), especially for Watsonville. Clarification requested on how the ridership numbers were generated, including Santa Cruz specific factors (students, tourists), growth projections, and how rail transit ridership might affect congestion on Highway 1 and local arterial roads. Concern was expressed that those who do not currently ride the bus would not switch out of their cars, or that Santa Cruz does not have the density to support rail. *Document Updates: Discussion in Section 5 on ridership methodology expanded. Appendix added with the input factors used. Modify text related to the AMBAG travel demand model to clarify about model capabilities.*

## TIMING

- TIMING: Comments that it is taking too long to implement rail service and that a 10 year time line is too long. *Document Updates: The timeframe would depend on when/if a certain service alternative is pursued; based upon experience of other rail projects implemented in the past decade, a 10 year timeframe is considered realistic for a system requiring environmental review and procuring new vehicles.*

## IMPACTS AND BENEFITS

- NOISE: The most common concern voiced was regarding noise. In particular, horn noise was of greatest concern, though there was some concern regarding the noise from vehicle engines and wheels. Many people reported being bothered by the horn noise from past recreational trains on the Westside of Santa Cruz and voiced opposition to any rail projects if that volume of horn/duration of signal were to be used. Support expressed for Quiet Zones, though some are concerned that Quiet Zone crossing warnings would still be too loud. *Document Updates: Additional information on horn options and regulations, quiet zones, rail infrastructure and vehicles added to Section 8.*
- ENVIRONMENT: Belief was expressed that the rail project would have positive environmental impacts and reduce emissions in general. Concern was expressed about emissions from trains on nearby neighborhoods. Strong support was expressed for creating environmentally-friendly alternatives to automobile travel. Belief expressed that Highway 1 creates too much pollution via congestion. *Document Updates: Text added to Section 8 regarding vehicle emissions. Environmental benefits and impacts would be evaluated in more detail in a future environmental documentation phase. Text added in several sections on California, regional (RTC and AMBAG), and local sustainability goals and plans.*
- ECONOMY: Belief expressed rail project would be good for the economy, specifically providing access to jobs and increasing mobility options for visitors. *Document Updates: Add additional information on economic benefits of transit included in Section 1.*
- LAND USE: Concerns and/or support that rail transit could result in densification around stations. Some believe this will create an undesirable urban feel, while others believe it will curb urban sprawl and preserve agricultural land, support the state-mandated Sustainable Communities Strategy (SCS), support construction of affordable housing options, and/or encourage new employers to locate in Santa Cruz County. Others stated that rail could provide access to recently approved development, such as Aptos Village. *Document Updates: Add additional information on impacts rail has on land use and the SB375 Sustainable Communities Strategy (SCS) added to Section 1.*
- CROSSINGS: Strong concern was expressed about potential traffic impacts that rail transit (especially with the maximum studied - 60 trains/day) would have at street crossings, and requests that more information be included in the study. *Document Updates: Text on at-grade crossing and gate downtimes added to Section 8, including information about typical crossing gate time on local streets, based on other rail systems and factors that might impact crossings.*
- CONGESTION RELIEF: Many respondents commented rail transit would reduce congestion, some others believe it will not. Many focused on the need for more reliable and faster alternatives to driving or riding buses on congested roads. *Document Updates: Introduction and Section 7 updated to clarify that rail transit would increase travel choices by providing an additional travel option with reliable travel times.*



- **PROPERTY VALUES:** Concern that rail project would negatively affect nearby property values. Comments that the rail project would positively affect property values and economic activity near stations, particularly in commercial areas. *Document Updates: Information added to Section 7.4 about the role rail has had on property values in other areas.*
- **ACCESS TO COAST:** Some concern expressed that rail transit would restrict beach access; the Coastal Commission stated it would enhance beach access. *Document Updates: Information from Coastal Commission comment letter added. Coastal access would also be analyzed in the environmental document.*

## **INTEGRATION WITH OTHER MODES:**

- **ACCESS TO STATIONS:** Many questions about access to and from the rail transit system or “first/last mile” and total trip time. Strong support for using bicycles to access rail transit. Other suggestions include shuttles, ride pools, a bike/pedestrian bridge to Cabrillo. *Document Updates: Text added to Section 8 regarding access to/from stations.*
- **BUS COORDINATION:** Comments strongly support Metro bus and rail service working in tandem as an integrated transit network. Specifically, a system of feeder busses to the rail line is suggested, with many suggesting that current Metro routes will need to be modified. *Document Updates: Study includes information about current transit routes, assumes funding sources currently used for bus operations would not be used for rail operations, and includes information about a coordinated transit network. Section 9 includes discussion about schedule planning and coordination and transit system governance options.*
- **Trail/MBSST:** Strong support for the trail. Some supported a trail only option. Others supported combined trips using trail and rail to go longer distances, especially for people with limited mobility. Questions about safety, access to, and width of the trail, including need for additional bridges and the locations of sidings. *Document Updates: Discussion on integration and coordination of trail and rail, as well as right-of-way widths expanded in Introduction.*
- **BIKES:** Strong support for allowing bicycles on trains, including a bike-specific car similar to Caltrain. Strong support for covered/secure bike parking at stations, inclusion of bike sharing systems, as well as the need to improve bicycle facilities around stations (in addition to MBSST). *Document Updates: Information about bike on board railcars added to Section 2. Section 8 recognizes strong support for integrated bicycle facilities, amenities and accommodation of bikes on rail transit vehicles. Document notes that specific details about vehicle and station amenities would be determined in future project stages.*
- **RECREATIONAL TRAINS:** Respondents generally less supportive of recreational trains than rail transit. Concerns expressed that rail line would only benefit tourists. Others expressed belief that tourists using the train would be of benefit to the economy and reduce tourist-related congestion. Support for recreational trains to Davenport, Coast Dairies and other north coast public lands. *Document Updates: Sections 1 and 2 include information about current and potential future recreational excursion and tourist-type passenger rail services. Text was added to emphasize that the scope of this study is public transportation and notes that ridership projections from recreational users was not modeled, but could result in higher ridership numbers. Text also added under Sections 1 and 7.4 to reflect benefits identified by the California Coastal Commission.*
- **OTHER MODES:** Other ideas for modes/use of the rail line (besides the Monterey Bay Sanctuary Scenic Trail/Coastal Rail Trail) include: Bus Rapid Transit (BRT), Railbus, Personal Rapid Transit (PRT),

monorail, a new road, waste removal, and utility location (water, broadband). *Document Updates: The scope and budget of this analysis limited the analysis of rail transit technologies to those widely used in the United States. Additional text was added to Sections 2 and 8 about potential rail transit vehicle options, including vehicles that are low and zero emission.*

- FREIGHT: Comments that there is limited demand for freight and that rail transit should have priority use of the rail line. Requests for clarification about the requirements for providing freight service and how freight and passenger rail would function together, including vehicle or temporal separation requirements. Comments that nighttime freight service could be unpopular. *Document Updates: Provided additional clarification under "Regulatory Setting" and "Integration/ Coordination with Freight Service" in Chapter 9 about federal and state rules and regulations.*

**Other comments not included above:**

**SUPPORT OPINIONS**

- Start rail service as soon as possible
- Rail line is great resource - be brave, think big
- Transportation alternatives – rail and trail - are needed, especially because of congestion and growth
- Do not remove the tracks – will be an important future asset
- Transit here should be more like Europe/East Coast/Portland
- Bus is not a viable alternative, is stuck in traffic

**OPPOSE OPINIONS**

- Trains should not run through residential neighborhoods
- V2V technology will surpass rail technology
- Rail right-of-way should only be used for a trail, no trains
- Train will ruin beauty/peace

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**Suggested Parameters for Rail Transit Service**

*Summary of Section 8 of Rail Transit Feasibility Study: Final Report*

The Santa Cruz Branch Rail Line Rail Transit Study provides an assessment of capital, operations, ridership, and funding for sample rail transit service scenarios and finds that all rail transit service options analyzed are feasible from a constructability and operational standpoint. Ultimately -- depending on available funding, customer needs, and future mobility -- a hybrid service scenario or phased implementation of a combination of scenarios could be implemented and meet goals and objectives for rail transit and travel needs of county residents and visitors. Based on the technical evaluation conducted for this study and community input, **the following outlines suggested parameters that could be pursued for phased implementation of rail transit service on the Santa Cruz Branch Rail Line.** Environmental review and design engineering should include evaluation of the maximum service area. Please see Section 8 of the Final Report for more information.

**PHASED SERVICE IMPLEMENTATION PARAMETERS**

**Initial Service Area: Santa Cruz <--> Watsonville (Scenarios D+E refined)**

- Five stations: Downtown Santa Cruz (Depot Park), Live Oak (17<sup>th</sup> Avenue), Capitola Village, Cabrillo (Seacliff Village), and Watsonville
- Frequency:
  - Peak Hours: Santa Cruz <--> Watsonville every 30 minutes during weekday peak periods (e.g., Monday-Friday 7:00 to 9:00 a.m. and 4:00 to 7:00 p.m.)
  - Midday and evenings: Santa Cruz <--> Cabrillo/Seacliff (segment with highest ridership levels) less frequent service, i.e. every 60 minutes
  - Weekends: None or hourly summer service between Santa Cruz Depot and Capitola Village.
- Annual O&M Cost: \$5-8 million, based on bracketing the above service option between those evaluated for Scenarios D, E and G.

**Subsequent Phases: Add Service and Infill Stations (Scenario G)**

- Infill stations: May include, but not be limited to adding stations at: Westside Santa Cruz, Bay/California, Boardwalk, Seabright, 7<sup>th</sup> Avenue, 41<sup>st</sup> Avenue and Aptos Village
- Frequency: Up to every 30 minutes daily
- Annual O&M Cost: \$9.9 million

**Extension: Watsonville to Pajaro (Scenario J)**

- Add service to Pajaro Station to connect to trains to/from the Bay Area and others parts of California
- Frequency: Up to six times per day to meet regional trains
- Could require the acquisition of another rail vehicle
- O&M: May require an additional crew given the turnaround required, which would add to the annual operating and maintenance cost described above.

**STATION LOCATION AND DESIGN**

Planning and design of stations and associated facilities is a multi-step process and a key element of the preliminary engineering and environmental assessment phase. Consultation and coordination with local jurisdictions and input from the community is important at all steps.

1. Assess needs, identify potential sites, evaluate those sites, and selecting a preferred site. Determine what, if any, park-and-ride facilities to provide.

2. Conceptual Design Stage/Station Access: Includes details such as internal circulation, bus interface, parking layout (if included) and access by all modes.
3. Prepare detailed design plans where ADA provisions, safety and security considerations, and amenities (e.g. restrooms, wifi, benches, concessions or retail) are addressed.

### **Station Access**

- Address provisions for all access modes including bus, bicycle, walking, park-and-ride, kiss-and-ride (i.e., curbside drop-off by car or taxi), carpools (such as those established through Cruz511.org), other ride services (i.e., companies like Lyft or Uber), as well as carshare and bikeshare should be considered and included where appropriate and feasible.
- At stations where little or no parking is provided, and there are concerns about the potential for overflow parking in residential, commercial, or employment districts, parking management strategies such as short-term parking limits and parking permits are included.
- Bus access provisions include on-street or off-street bus stops with platforms, shelters, lightings, and other amenities. Coordination with Santa Cruz METRO buses will be a critical component of any implementation plan.
- Bicycle and pedestrian access provisions include integration with the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Rail Trail, off-street paths and on-street bicycle lanes and sidewalks that provide connections to the station.
- Pedestrian facilities should be provided that connect the station platform to adjacent sidewalks, bus stops, and loading areas.
- Provide space for bikes within the rail vehicles
- Include bike parking at or near the station platform.

## **VEHICLES**

### **Vehicle Technology**

The vehicle procurement process, particularly if it involves purchasing new vehicles, typically starts three to five years before construction of a line is complete and ready to be operational. The first step in the process is to develop a rail vehicle technology report that assesses current vehicle options, identifies procurement options, and provides a recommended vehicle type, vehicle parameters, procurement approach and schedule. This process allows for consideration of vehicles that meet community goals for service operations and other factors such as emission characteristics. Determination of a vehicle type is made as part of the preferred alternative selection in the environmental analysis phase of project development. This study focused on "Light" DMU technology, which is currently the most cost-effective and readily available technology to serve a 20+ mile corridor, however new technologies are currently being developed that may be available for future use in this corridor.

### **Vehicle Layout**

The specifics of vehicle layout would be decided at future stages and vehicle design and floor plan could undergo public review prior to vehicle procurement/purchase.

- Specifications for rail transit vehicles should include accommodations for transporting bicycles.
- Railcars should also include designated areas for people in mobility devices and with limited mobility.
- Vehicles could also include space for large baggage and surfboards, and inboard restrooms.

## **GRADE CROSSINGS**

The intersection of railroad tracks and public streets without physical separation are known as an "at grade crossing." The Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC) regulate the safety of these crossings to ensure that conflicts do not occur, including crossing design, signage, and active warning devices, such as rail vehicle horns and electronic bells.

### Active Warning Devices

- **Electronic Bells:** The American Railway Engineering and Maintenance-of-Way Association (AREMA) Standards requires that electronic bells be utilized at intersections at levels between 61 and 91 decibels, as heard from 50 feet away.
- **Horns:** For FRA-regulated service, the FRA "Final Rule" requires all rail vehicles to sound their horns at a grade crossing. The current practice is for horns to sound one-fourth of a mile before a grade crossing until the rail vehicle reaches the crossing, at a minimum of 96 decibels and a maximum of 110 decibels when measured at 100 feet in front of the locomotive or rail engine car.
- **Wayside horns:** An alternative treatment, also presents an opportunity to reduce noise associated with grade crossings. Wayside horns are located at the grade crossing itself and are directed toward the street, reducing noise at locations beyond the crossing.

### Quiet Zones

In order to reduce noise associated with grade crossings, the FRA provides a mechanism for local jurisdictions to create "Quiet Zones" based on specific risk-reduction criteria. Where Quiet Zones are implemented, rail vehicles are exempt from the requirement to sound their horn at grade crossings, but are not exempt from sounding electronic bells. Operators may still sound their horns in the event of an emergency or safety risk. In order to develop a quiet zone, the absence of a horn is usually counterbalanced with safety improvements to reduce risk of collision. While improvements needed for Quiet Zones could be installed at railroad crossings, the rail agency cannot actually designate them. Only local public agencies with control over streets and roads (such as cities or the County of Santa Cruz) may establish Quiet Zones.

## **Implementation Steps**

### *Summary of Section 9 of Rail Transit Feasibility Study: Final Report*

Several steps and decisions must be made prior to deciding to implement service, including characteristics of service. Based on the findings in this study, the following summarizes future steps to follow to further address community questions and concerns, conduct additional planning, identification of funding sources, and potential implementation of service. These include the following project development activities:

- Secure grants and local funding – ongoing
  - More intensive ridership forecasting required for FTA grants
- Implementation considerations:
  - Regulatory Setting/Integration with Freight: Decide to operate non-Federal Railroad Administration (FRA) compliant vehicles as a “transit system” – requires temporal separation with freight and is subject to CPUC regulations or FRA-compliant equipment – could require Positive Train Control (PTC) or using a derail to physically separate section of track.
  - Governance structure for operations: Decide whether service is to be operated by an existing transit agency, establish a new regional transit district, form a joint powers authority (JPA), or have a private operator or public-private partnership govern operations.
- Draft Environmental Studies and Conceptual Engineering
- Develop Design Criteria and Parking Considerations
- Develop Bridge Ratings and Test Rail Conditions
- Preferred Alternative and Preliminary Engineering
- Final Design, Construction Documents, and Funding
- Right-of-way (ROW) Acquisition for stations and sidings, if needed
- Contractor Procurement
- Construction (includes: site surveys, track reconstruction, station construction (platforms, ticketing machines, bike and vehicle parking), as well as testing and commissioning)
- Vehicle Design and Procurement
- Develop Fare Policy
- Service Planning/Bus Integration Plan – includes schedule coordination and route evaluation
- Opening/start service

Other steps and considerations:

- Forward study results to Caltrans for inclusion in future State Rail Plans.

- Integrate service and station planning into city/county land use planning efforts, future Regional Transportation Plans and Metropolitan Transportation Plans, including the Sustainable Communities Strategy. Work with local jurisdictions to consider transit-oriented development along the rail line that would support job growth and maximize transit and trail use. This may include infill housing development, encouraging high density redevelopment, providing density bonuses near station areas, developing high quality transit corridors near stations, and transforming station areas into fully multimodal nodes.
- Work with local jurisdictions and property owners to preserve right-of-way for future stations/parking, sidings (confirm sidings identified in this report are the only/most likely options), and trail facilities.
- Continue to empower and engage the community in future stages of project implementation.

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**AGENDA:** December 3, 2015

**TO:** Regional Transportation Commission

**FROM:** George Dondero, Executive Director

**RE:** November 2016 Transportation Ballot Measure – Expenditure Plan

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## **RECOMMENDATION:**

Staff recommends that the Regional Transportation Commission (RTC) adopt the attached draft expenditure plan (Attachment 1) for a local ½ cent sales tax ballot measure for the presidential election of November 8, 2016, with a strong consensus.

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## **BACKGROUND**

At the November 19<sup>th</sup> Transportation Policy Workshop (TPW) meeting, the RTC discussed a draft expenditure plan for a November 2016 ballot measure that would generate funding through a ½ cent sales tax. The draft plan (Attachment 1) was discussed at length by the Commission and extensive public comment was received. No formal vote was taken on the plan, although nine of the twelve commissioners present at the meeting expressed interest in supporting the plan, while one commissioner proposed increasing the percentage of funds dedicated to specialized transportation for seniors and the disabled, one proposed to eliminate funding for rail projects and one abstained.

Other background information was provided in the staff report for the November 19, 2015 TPW meeting and is provided as Attachment 2.

## **DISCUSSION**

Having spent significant time discussing the expenditure plan, it is now incumbent on the RTC to adopt a plan to proceed to the next steps in the process. The RTC is in general agreement on the investment categories and the relative size of the allocations proposed. Once adopted, the plan will be taken to the city councils and Board of Supervisors for approval, prior to placing a measure on the November 2016 ballot. It will also be essential to have an adopted plan to begin the process of public outreach and to gather endorsements. It is also important for the RTC to show strong support for the plan. A unanimous vote adopting the expenditure plan would be ideal to give it and the ballot measure the strongest possibility of garnering the necessary support and endorsements to secure voter approval. Therefore, **staff recommends that the RTC adopt the attached expenditure**



**plan (Attachment 1) for a local ½ cent sales tax ballot measure for the presidential election of November 8, 2016.**

**SUMMARY**

The Regional Transportation Commission is moving toward agreement on the Expenditure Plan for a ½ cent sales tax measure for the November 2016 ballot, including percentages of revenues for five transportation investment categories. An updated plan, based on RTC board and Ad Hoc Committee's discussions was discussed at the Transportation Policy Workshop on November 19<sup>th</sup> and received strong support. It is now time for the RTC to approve an Expenditure Plan so that the process of gaining support from elected bodies and endorsements from community organizations and individuals may begin.

Attachments:

1. Draft Transportation Expenditure Plan
2. November 19<sup>th</sup> TPW staff report, including background cost information

**Draft** Transportation Expenditure Plan Proposal

For Consideration: 12/03/2015

**A 1/2-cent Transportation Sales Tax for 30 Years.****Objective: To increase access and mobility options, and decrease greenhouse gas emissions.****Requirement: Must be approved by 2/3 of Santa Cruz County voters**

RTC Draft Plan		
Percent of Total	Fund Allocation (millions of \$)	Lead Agencies

<b>Neighborhood Projects</b>	<b>30%</b>	<b>\$135</b>	<b>Local Jurisdictions (cities and county) for eligible projects</b>
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**Eligible Projects:**

Local Street/Road - Maintenance and Repair  
 School Traffic Safety Projects  
 Bike/Pedestrian Projects  
 Neighborhood Safety - reduce speeding and cut-through traffic  
 Operational Improvements (signal timing, intersection design, etc.)

**Specific Designated Projects:**

Highway 9 Corridor Improvements  
 Wildlife Undercrossing on Hwy 17

<b>Highway Corridors</b>	<b>25%</b>	<b>\$113</b>	<b>Regional</b>
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Highway 1 Corridor

- 3 Auxiliary Lane projects: 41st Ave-Soquel Dr; Bay/Porter-Park; State Park-Park
- 2 Bicycle/Pedestrian over-crossings

Traveler Information and Transportation Demand Management - Cruz511; Carpool/Vanpool Programs  
 Safe on 17 Program and Freeway Service Patrol

<b>Mobility Access</b>	<b>15%</b>	<b>\$68</b>	<b>Service Providers</b>
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Elderly/Disabled/Veterans Paratransit  
 Local Bus Service

<b>Rail Corridor</b>	<b>15%</b>	<b>\$68</b>	<b>Regional</b>
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Rail Corridor Maintenance and Repair - track, structures  
 Environmental analysis of passenger train options  
 Watsonville Junction/Pajaro Train Station  
 Conduit for future Internet and/or utility lines  
 Property Management

<b>Active Transportation</b>	<b>15%</b>	<b>\$68</b>	<b>Regional</b>
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Monterey Bay Sanctuary Scenic Trail - capital  
 Operations & Maintenance

<b>Total</b>	<b>100%</b>	<b>\$450</b>
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Notes: (1) Total assumes \$15M/year for 30 years; no inflation in revenues or costs

(2) Finance costs included in the totals

(3) Administrative costs for the measure -- such as annual audit and reporting, program management and oversight committee staffing -- are included in the subtotals.

# ATTACHMENT 2

**AGENDA:** November 19, 2015

**TO:** Regional Transportation Commission  
**FROM:** George Dondero, Executive Director  
**RE:** November 2016 Transportation Ballot Measure – Expenditure Plan Development

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## **RECOMMENDATION:**

**Staff and the Ad Hoc Expenditure Plan Committee recommend that the Regional Transportation Commission (RTC):**

1. Consider the attached draft expenditure plan ([Attachment 1](#)) for a local ½ cent sales tax ballot measure for the presidential election of November 8, 2016, and
  2. Direct staff to release an RFQ or RFP for public outreach assistance; and for a poll of likely voters in the November 2016 election.
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## **BACKGROUND**

With state and federal revenues available for transportation projects in Santa Cruz County diminishing and unreliable, the Regional Transportation Commission adopted a funding strategy as part of the 2014 long range Regional Transportation Plan to meet more of the region's transportation needs which are roughly double the expected revenues. Included in the adopted plan is the pursuit of local funding mechanisms to help become a "self help" county with local, independent, secure revenue that cannot be taken by the state and can be used to leverage additional state and federal funding.

Since approval of the long range transportation plan in June 2014, the RTC has been taking steps to place a ½ cent sales tax transportation ballot measure on the November 2016 presidential ballot. The transportation measure must be approved by a super (2/3) majority of voters in Santa Cruz County.

A recent telephone poll of 600 likely Santa Cruz County voters commissioned by members of the Santa Cruz Area Chamber of Commerce and the Santa Cruz County Business Council revealed that 73% of likely voters would support a ½ cent sales tax to fund local transportation projects ([Attachment 2](#)). The conclusion of the polling firm Fairbank, Maslin, Maullin, Metz & Associates states, "...the results suggest that a transportation sales tax has a very good chance of winning approval in the November 2016 election."

## **DISCUSSION**

At their retreat in September, the RTC Board discussed a draft expenditure plan for a November 2016 ballot measure by reviewing funding projections, five project categories and taking a straw poll about the percentages of funding for each of the funding categories. An ad hoc committee of the RTC was established and they met twice to review materials, validate proposals and work toward an expenditure plan to be considered by the RTC Board.

### Good Mix of Project Types

The ad hoc committee validated the five categories of transportation project investments as necessary for inclusion in an expenditure plan. Each of the investment categories has strong constituent groups that care deeply about inclusion of that project type and have financial and/or grass roots supporters that can help get the word out to the community at large. Consistent with the Regional Transportation Plan, the following project categories improve mobility, promote sustainability, reduce greenhouse gas emissions and make strides toward reducing vehicle miles traveled per capita.

The five investment categories are as follows:

- Neighborhood Projects – Funding to local jurisdictions (cities and county) for their high priority eligible projects such as repair and maintenance of local streets and roads; school traffic safety and safe routes to school; bicycle and pedestrian facilities; and other safety improvement projects. Also included are Highway 9 projects in the San Lorenzo Valley; and the Highway 17 Wildlife Undercrossing to improve safety for wildlife and motorists.
- Highway Corridors – Funding for the next three auxiliary lane projects on Highway 1 including 41<sup>st</sup> Ave to Soquel Dr, Bay/Porter to Park Ave, and Park Ave to State Park; two bicycle/pedestrian highway crossings; transportation systems management programs to inform travelers of real-time traffic conditions and encourage carpool/vanpooling; Safe on 17 programs and Freeway Service Patrol to help reduce congestion and collisions;
- Mobility Access - Funding primarily for specialized transportation services to meet the needs of the area's aging and disabled populations including Santa Cruz METRO's paratransit and Community Bridges transportation service.
- Rail Corridor – Funding to maintain the track and bridge infrastructure; environmental analysis of passenger rail transit options; Watsonville/Pajaro Valley Train Station connection with the Capital Corridor and Coast Daylight train services; improvement, upgrade and installation of signals at railroad crossings; and underground conduit and/or pipes to facilitate utilities including Internet service.
- Coastal Rail Trail – Funding to construct, operate and maintain sections of the Monterey Bay Sanctuary Scenic Trail.

### Corresponding Range of Percentages to Project Types

The ad hoc committee confirmed the general ratio of funding going to each of the five buckets with some minor modifications, all within five percentage points of a draft expenditure plan in circulation over the past year. The draft expenditure plan included with this staff report for consideration is based on the Commissioner input at the September retreat and the following factors: cost of project components; interest in delivering some signature projects; identifying projects with dedicated funding available; identifying projects likely to be attractive for transportation and non-transportation grants; and projects eligible for matching transportation funds. The updated draft expenditure plan is included as Attachment 1.

Efforts were made to base the proposal on the already approved constrained project list included in the 2014 Regional Transportation Plan. It should be noted that updated cost estimates became available for some of the projects. Specific and updated project costs, as available, are shown in Attachments 3A and 3B.

### Sound Estimate of Project Costs

The RTC Board and ad hoc committee directed staff to research and update project costs for components in the five investment categories.

For all of the funding categories, the need exceeds the funding available and the new funds will help make significant strides but not fully fund all the needs within that funding category. An example would be street maintenance, where the cost just to address the current backlog of pavement maintenance is over \$250 million and growing each year. However, there are projects that could be fully funded by these new revenues and a commitment could be made to the public to deliver such projects. An example would be the three auxiliary lanes on Highway 1. Based on staff research, it appears that the cost of advancing projects by bonding results in savings by building the projects earlier. A bonding consultant with whom RTC staff met communicated that the bonding costs including interest could be covered by the savings associated with building the projects earlier and a slight growth in revenue over time due to inflation. Therefore no additional bonding costs are added to the investment categories. Staff will provide more detailed information on financing logistics and costs to the RTC at a future meeting for study and discussion.

Attachments 3A and 3B provide more details on project costs and assumptions used in assembling the Draft Expenditure Plan, though exact amounts to specific projects or components could change over the 30 years of the measure; for instance if bids come in lower or higher than estimated or other grants are secured for specific projects.

### Next Steps

Following discussion at the Transportation Policy Workshop, the goal would be for the Regional Transportation Commission to unanimously approve an Expenditure Plan at its December 3<sup>rd</sup>, 2015 or January 21, 2016 meeting. Over the next few months, the plan would then be shared with other entities for endorsements with the understanding that it must be approved by 2/3 of the voters. Additional polling, either by the RTC or a private group would likely be conducted in the spring of 2016 before placing the measure on the ballot. If the measure is unsuccessful, a post election poll would help understand voter sentiments.

To assist with the above tasks and based on the experience of other successful agencies, it is recommended that the RTC enlist public outreach assistance to help the public understand existing and future transportation needs, funding realities, and solutions. In addition, activities such as outreach materials and a second poll may be included. These costs are currently estimated to be about \$120,000 and can be covered by a line item in the current RTC overall budget, shown as “Engineering and Other Technical Consultants” (line 33, page 13 “Planning Detail”). **Staff recommends that the RTC direct staff to release an RFQ or RFP for Public Outreach Consultant assistance, and an RFQ for polling assistance.**

## **SUMMARY**

The Regional Transportation Commission is swiftly moving toward agreement on the Expenditure Plan for a ½ cent sales tax measure for the November 2016 ballot, including percentages of revenues for five transportation investment categories. An updated plan, based on RTC board and Ad Hoc Committee's discussions will be discussed at the Transportation Policy Workshop with the goal of approving a draft plan at the RTC's December meeting. Consultant assistance to develop and implement public outreach activities is also recommended.

### Attachments:

1. Draft Expenditure Plan
2. May 21, 2015 Memorandum from Fairbank, Maslin, Maullin, Metz & Associates Regarding Key Findings from a Recent Survey on Transportation Funding in Santa Cruz County
3. Background Cost information

## Neighborhood Project Investments from a Sales Tax Measure in millions of \$

Description	Cost	Notes
<b>ELIGIBLE Project types:</b>	120	Cities and County may choose to fund any of the project types listed in any combination, as needs arise and change over time. Emphasis on flexibility. Approx. \$4m/year to be allocated by formula based on population and road miles to each jurisdiction.
Local street and road repair and maintain	120	All jurisdictions subject to an annual audit that shows an ongoing <b>maintenance of effort</b> is sustained (that new measure funds are being spent <b>in addition to</b> that amount historically dedicated to local street and road maintenance).
School traffic safety projects		Includes any "Safe Routes to Schools" type project
Bike & Pedestrian projects		
Complete Street projects		Any combination of improvements to meet RTC Complete Streets Guidelines
Operational Improvements		Examples: signal timing; intersection design; roundabouts, etc.
Neighborhood Safety		To reduce speeds and cut through traffic in neighborhoods
Subtotal	120	
<b>SPECIFIC Projects:</b>		
SLV Hwy 9 corridor improvements	10	A group of projects to improve safety and operations in the San Lorenzo Valley between Felton and Boulder Creek
Wildlife Undercrossing hwy 17	5	Improve safety at Laurel Road/Hwy 17 for both wildlife and motorists. (Partnership with Caltrans and Land Trust of Santa Cruz County).
<b>TOTAL</b>	<b>135</b>	Equals 30% of measure funds

## Regional Project Investments - Highway Corridors - in millions \$

Description	Cost	Notes
Highway 1:		
1. Soquel - 41st Ave, Auxiliary Lanes	29	Design, ROW, construction -RTC Oversight; incl Bike-Ped Crossing @ Chanticleer
2. Bay/Porter - Park, Auxiliary Lanes	32	Environmental doc, final design, ROW, construction, RTC Oversight
3. Park - Sate Park Drive, Auxiliary Lanes	41	Environmental doc, final design, ROW, construction, RTC Oversight
- Mar Vista/Cabrillo Bike-Ped Crossing	2	Has \$5M programmed in STIP
- Cruz511: Traveler Information (\$100k/yr)	3	Annual cost = \$100,000/year
-Safe on 17 Program and Freeway Service Patrol	6	Annual cost = \$100k/year Safe on 17; \$200k/year FSP
<b>TOTAL</b>	<b>113</b>	Equals 25% of measure funds

**Santa Cruz Branch Rail Line Investments from a Sales Tax Measure in millions of \$**

Description	Cost	Notes
- Track and right of way maintenance	6	Estimated at \$350k per year; would be shared with freight operator
- Bridge replacement and rehabilitaion	12	The Capitola wrought iron span will require replacement at a recent rough estimated cost of up to \$10 million; replacement cost of the timber spans in Capitola to coincide with the replaced wrought iron span has not yet been estimated but could be another \$10 million; uncompleted bridge rehabilitation as recommended in 2010 is about \$2 million; GGRM donated some RR bridge concrete spans to the RTC which can be used to replace existing timber bridges for improved durability and reduced maintenance needs - assessment and estimate not yet performed for this
- Upgrade track to higher class (capital)	20	\$20 million esimated cost to upgrade to Class 2 for max speed of 30 mph
- Signal improvements	6	\$300k to \$500k per at grade intersection; about 30 at grade intersections should get varying levels of signal improvements
- Rail line property management and maintenance	3	Includes graffitti abatement, vegetation control, tree trimming/removal and trash removal at an estimated cost of \$200k per year with lease revenues also used for this
- Environmental documents and conceptual design for passenger rail service	7.5	Cost of environmental document is generally estimated at 15% of the construction cost of a project (assume \$50M).
Conduit for utility/Internet lines	3.5	Provide conduit for future Internet lines for a portion of the 32 mile rail line
- Watsonville Junction/Pajaro Rail Station Contribution	10	Estimated construction cost for Pajaro Rail Station is \$23 million and estimated ridership out of the station from Santa Cruz Couty is 80% of total ridership
<b>TOTAL</b>	<b>68</b>	Equals 15% of measure funds

**Monterey Bay Sanctuary Scenic Trail Investments from a Sales Tax measure in millions of \$**

Description	Cost	Notes
Capital	53.5	Includes environmental, design, ROW and construction
Maintenance	6.3	Assumes incremental completion of trail segments
Rehabilitation	3.9	Re-pave some segments based on 20-year life cycle.
Operations	4.4	Assumes incremental % of one FTE planner as segments are constructed
<b>TOTAL</b>	<b>68</b>	Equals 15% of measure funds



**TO:** Regional Transportation Commission (RTC)

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** Adoption of the *2016 Regional Transportation Improvement Program*

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**RECOMMENDATION:**

Staff recommends that the Regional Transportation Commission (RTC):

1. Adopt a resolution (Attachment 1) approving changes to previously programmed projects to reflect current project scopes, costs and schedules, as recommended by staff, project sponsors, and the Interagency Technical Advisory Committee (ITAC) (Attachments 2 and 3) for the *2016 Regional Transportation Improvement Program (RTIP)*.
  2. Request that the California Transportation Commission (CTC) and Association of Monterey Bay Area Governments (AMBAG) reflect these updates in the 2016 State Transportation Improvement Program (STIP) and Metropolitan Transportation Improvement Program (MTIP), respectively.
- 

**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 certain state and federal transportation revenues, including State Transportation Improvement Program (STIP) funds. STIP funds can be used on a variety of projects, as outlined in the California Transportation Commission's (CTC) STIP Guidelines. These include: highway, local street and road, rail, transit and paratransit capital, bicycle, pedestrian, carpool, safety, and bridge projects. The RTC programs funds to specific projects through its *Regional Transportation Improvement Program (RTIP)*. Consistent with California Transportation Commission (CTC) guidelines, the RTIP must be based on the Regional Transportation Plan (RTP) and a region wide assessment of transportation needs and deficiencies. Programming in the RTIP cannot be based on a formula distribution of funds among agencies.

Every two years a new RTIP and STIP is adopted by the RTC and CTC respectively. Caltrans develops and the California Transportation Commission (CTC) adopts a Fund Estimate showing anticipated revenues available for STIP projects over the next five-years. While each county in the state is designated a share of funds to program (based on formulas established under SB45 in 1997), STIP projects selected by the RTC are subject to concurrence from the California Transportation Commission (CTC), which makes the final determination on which projects are programmed statewide, what year

they are programmed, and when to release (allocate) funds to individual projects. Each new RTIP includes projects carried forward from the previous RTIP and any amendments (including new projects when funding is available), based on proposals from project sponsors.

In addition to serving as its proposal to the CTC for STIP funds, the Santa Cruz County RTIP also provides information about projects the RTC has approved to receive the region's shares of Regional Surface Transportation Program (RSTP) funds and is used as a tool to assist in monitoring projects to ensure state and federal delivery deadlines are met. Projects approved for federal funds and regionally-significant projects must also be listed in the Federal Transportation Improvement Program (FTIP) produced by the Association of Monterey Bay Area Governments (AMBAG).

## DISCUSSION

Typically in the fall of odd years the RTC issues a "call for projects" soliciting applications for transportation projects to receive the county's formula share of STIP funds. Historically, Santa Cruz County's share of STIP funds has been \$3 to \$5 million per year. However, as discussed at prior meetings, for the 2016 State Transportation Improvement Program (STIP), no new funding is available for programming and instead most projects previously programmed will be delayed to later years through FY20/21. The shortfall in STIP funds is the result of the reduction of the state excise tax on gasoline that went into effect on July 1, 2015, the so-called "gas tax swap" of 2010 - under which transportation bond debt service is repaid off the top from the excise tax on gasoline, and CTC decisions to prioritize the State Highway Operation and Protection Program (SHOPP) for other flexible state and federal transportation revenues. Attachment 4 is a chart prepared by Caltrans showing how the shortfall impacts the STIP year to year, starting in FY15/16.

Given the severe STIP funding shortfalls, instead of programming new STIP funds the 2016 RTIP carries forward and updates scope, schedule, and cost information on previously approved projects. Staff has worked with project sponsors to review their STIP-funded projects and **recommends that the RTC adopt a resolution (Attachment 1) requesting that the California Transportation Commission (CTC) shift funds for some STIP projects to later years, based on current project schedules (Attachment 2)**. The current 2014 Regional Transportation Improvement Program (RTIP) showing project information as previously approved by the RTC is available online at: <http://www.sccrtc.org/wp-content/uploads/2010/09/RTIPprojListMaps.pdf>.

In the event that the CTC is not able to accommodate all of the projects in the years proposed by local project sponsors (Attachment 2) and instead CTC staff proposes to delay projects, staff recommends that priority for STIP in earlier years be given to local projects based on project readiness, construction timing constraints, and to projects that do not have other funds to keep the projects on schedule. For example, projects that have already completed environmental review, design, and/or right-of-way and that have all matching funds secured (and budgeted) would be prioritized for funds in FY15/16 and FY16/17. The Freedom Boulevard Cape Seal project, which the County of Santa Cruz needs to construct over the summer in order to minimize impacts to Aptos High School and avoid cost increases, would be a priority for FY15/16.

Since the Mar Vista Bike/Pedestrian Bridge currently has some RSTP funds programmed for construction, an option to avoid delays due to STIP funding shortfalls would be to use those previously approved RSTP funds in FY15/16 for the environmental review/preliminary engineering phase instead of STIP funds and move the \$500,000 STIP currently designated for environmental review to construction. The construction timing for that project will depend on how long the environmental review and right-of-way acquisition work associated with the project takes. As discussed at prior meetings, based on FHWA direction, environmental review could not start on the project until release of the Highway 1 Corridor Tier 1 draft environmental analysis.

### Other Project Amendments

In addition to schedule updates for STIP projects, **staff and project sponsors recommend that the 2016 Santa Cruz County Regional Transportation Improvement Program (RTIP) reflect updated scope, schedule, cost and minor administrative changes to projects previously approved for other funds (Attachment 3).** All of the projects listed in the RTIP were originally approved for funding by the RTC following a public hearing and evaluation by RTC advisory committees. The most significant change proposed by local project sponsors is a proposal to modify the scope for the City of Scotts Valley's Mt. Hermon Road/Scotts Valley Drive/Whispering Pines intersection projects, as described in Attachment 5. The change was approved by Scotts Valley City Council and incorporates bicycle and pedestrian improvements consistent with the Complete Streets Guidebook.

### Next Steps

The RTC's 2016 RTIP, proposing amendments to State Transportation Improvement Program (STIP) projects, is due to the California Transportation Commission (CTC) by December 15, 2015. The CTC will hold a hearing on STIP proposals in January 2016. Based upon proposals submitted statewide, CTC staff will release its staff recommendations by February 19, 2016. The CTC is scheduled to adopt the 2016 STIP on March 17, 2016.

While the current situation for State Transportation Improvement Program (STIP) funding is dismal, the CTC, RTC staff, cities, counties, and other transportation agencies statewide continue to urge the California Legislature and Governor to increase funding for the STIP and other transportation programs through the "Extraordinary Session on Transportation and Infrastructure." Also, RTC staff intends to issue a call for projects for up to \$6 million in new Regional Surface Transportation Program (RSTP) funds in early 2016, which are not subject to CTC concurrence.

## **SUMMARY**

Every other year the RTC prepares a Regional Transportation Improvement Program (RTIP) which identifies projects to receive certain state and federal funds. Due to state funding shortfalls because of lowered state gas tax revenues and diversion of transportation funds to repay state bond debt service, no new State Transportation Improvement Program (STIP) funding is available for programming. Instead the

California Transportation Commission (CTC) has asked regions to shift some projects to later years of the STIP. Staff and the Interagency Technical Advisory Committee (ITAC) recommend that the RTC adopt a resolution (Attachment 1) approving updated project schedule, scope, and funding information for the 2016 Regional Transportation Improvement Program (RTIP) (Attachments 2 and 3), as requested by project sponsors.

Attachments:

1. Resolution Adopting the 2016 Regional Transportation Improvement Program (RTIP)
2. Recommendations for Previously Approved STIP Projects (*Exhibit A of Resolution*)
3. Amendments to Other Projects (*Exhibit B of Resolution*)
4. 2016 STIP Funding Shortfalls
5. Letter from City of Scotts Valley

*S:\RTC\TC2015\TC1215\Regular Agenda\2016RTIPadoption\RTIP2016adoption\_SR.doc*

**RESOLUTION NO. 08-16**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of December 3, 2015  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION TO ADOPT THE  
2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
AND AMEND PROJECT LISTINGS FOR PREVIOUSLY PROGRAMMED PROJECTS

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for programming and monitoring the use of various state and federal transportation funding sources and is responsible for preparing and adopting the *Regional Transportation Improvement Program* (RTIP) to reflect approved projects, consistent with the *Santa Cruz County Regional Transportation Plan* (RTP), state law (including SB 45) and the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP) Guidelines, and in consultation and cooperation with local project sponsors and Caltrans District 5;

WHEREAS, no new State Transportation Improvement Program (STIP) funding is available for programming through Fiscal Year 2020/2021 in the 2016 State Transportation Improvement Program (STIP) due to diminishing gas tax revenues and due to state debt being repaid from funds that would otherwise be available for STIP projects; and

WHEREAS, the Santa Cruz County Regional Transportation Commission is the agency responsible for ensuring that the regional shares of STIP and Regional Surface Transportation Program (RSTP) funds are programmed and expended according to CTC and Caltrans guidelines and programming actions, RTC policy requires local project sponsors to obtain RTC concurrence for changes to RTC-funded projects, as well as for State Transportation Improvement Program (STIP) fund allocation, extension, amendment or other requests prior to submittal of such requests to the California Transportation Commission;

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

1. The *2016 Regional Transportation Improvement Program for Santa Cruz County* is hereby adopted to reflect updated project scope, schedule and cost information for previously programmed projects carried over from the 2014 RTIP and 2014 STIP, as summarized in Exhibits A and B. Due to state funding shortfalls, the 2016 RTIP includes no new projects.

2. The California Transportation Commission (CTC) is hereby requested to reflect updated information on STIP-funded projects in the *2016 State Transportation Improvement Program (STIP)* and the Association of Monterey Bay Area Governments is hereby requested to incorporate these actions into the Metropolitan Transportation Improvement Program (MTIP), as appropriate

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

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John Leopold, Chair

ATTEST:

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George Dondero, Secretary

Exhibit A: Santa Cruz County 2016 STIP Proposal

Exhibit B: Proposed Amendments to Previously Approved Projects

Distribution: RTIP files

[illegible]

# Santa Cruz County 2016 STIP Proposal

*Some projects need to be respread (delayed) through 2020/21*

**All figures in 000's (thousands)**

Agency	RTIP #	Project	TOTAL STIP	Current STIP by Fiscal Year						Totals by Component			
				15-16	16-17	17-18	18-19	19-20	20-21	R/W	Const	E&P	PS&E
SCCRTC	RTC 30	Rt 1 Mar Vista bike/ped overcrossing	6,564	<del>(500)</del>	<del>(1635)</del>	<u>1635</u> <del>4,429</del>	<u>4,929</u>			1,060	<u>4929</u> <del>4,429</del>	<u>500</u>	575
		<i>Schedule: Could swap RSTP currently programmed for Construction with STIP in FY15/16. Schedule dependent on envir and ROW.</i>		<i>use RSTP</i>		<i>Alloc 3/18</i>	<u>\$500</u> <i>from E&amp;P</i>			4/18	2019	3/16-3/18	4/18
SCCRTC	RTC 24F	Rt 1, 41st Ave/Soquel Av Aux Lns & bike/ped bridge; could maybe shift design	4,000	0	4,000	0	0		Reserve \$2M	1,430	reserve below	0	2,570
		<i>Schedule: Needs more STIP for construction; very high priority project</i>			<i>Alloc 1/17</i>					<i>start 1/17</i>	<i>est 18/19</i>	<i>Draft EIR 11/15</i>	<i>3/17 (or 17/18)</i>
Proposed 2016 STIP			<b>24,842</b>	<b>890</b>	<b>9,574</b>	<b>300</b>	<b>5,565</b>	<b>6,878</b>	<b>\$2.5M res</b>				
<b>Current 2014 STIP</b>			<b>24,842</b>	<b>2,360</b>	<b>10,826</b>	<b>11,482</b>	<b>174</b>	<b>0</b>	<b>0</b>				
<b>Change</b>			<b>0</b>	<b>-1,470</b>	<b>-1,252</b>	<b>-11,182</b>	<b>5,391</b>	<b>6,878</b>					

## Notes/Acronyms:

Components - R/W: Right-of-way; Const: Construction; E&P: Environmental and Project Report; PS&E: Plans, Specifications, and Engineering (design)

RTIP: Regional Transportation Improvement Program (RTIP)

STIP: State Transportation Improvement Program (STIP)

**Bold & Underline** = funds moved to later years based on current schedules

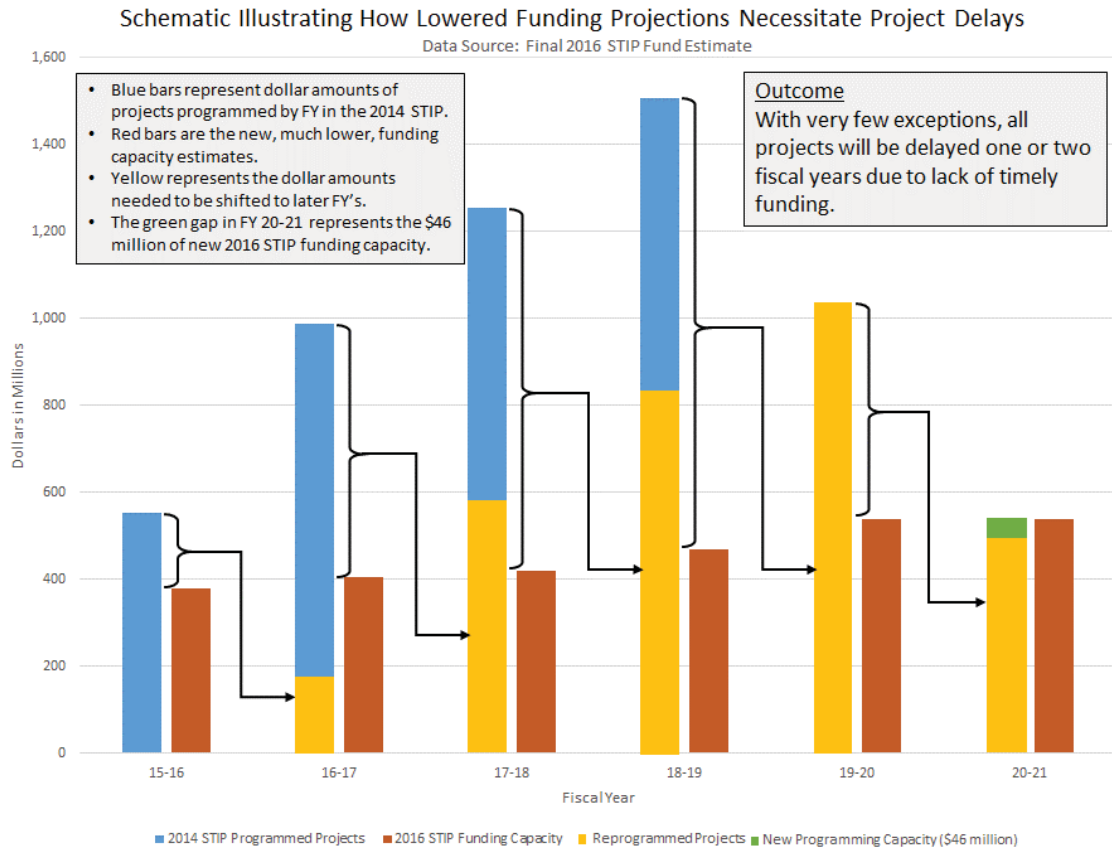
Strikethrough = where funds programmed in 2014 STIP/RTIP



**2016 Regional Transportation Improvement Program (RTIP)**  
**Proposed Amendments to Previously Approved Projects**  
*For consideration at December 3, 2015 RTC meeting*

Project #	Project	Proposed Amendment
CO 66	East Cliff Dr. Cape Seal (12th-17th Ave)	Shift Construction funds to FY 16/17 to match current schedule/coordination with sanitation project (Summer 2017).
CO 73	Casserly Rd. Bridge Replacement	Shift Construction funds to FY 17/18. Delayed due to drop in local gas tax revenues. (Summer 2017)
CO 74	Freedom Blvd <del>Cape</del> <u>Chip</u> Seal (Hwy 1 to Pleasant Valley)	Will request CTC allocation in Spring 2016, however, reducing scope to chip seal and maybe shorter limits depending on final cost and local gas tax revenues.
TRL 9bCO	Twin Lakes Beachfront (5th-7th Ave)	Shift Construction funds to FY 16/17 to match current schedule. Delayed due to funding. (Summer 2016)
CAP 11	Clares Street Traffic Calming	Shift RSTPX Construction to FY16/17 to match current schedule (Fall 2016). Waiting for completion of utility work.
CAP 12	38th Ave Reconstruction, sidewalk and bicycle lanes	Shift RSTPX Construction to FY15/16 to match current schedule (Spring 2016). Right-of-way deleted from project.
CAP 17	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Transit Stop	Shift RSTP Construction funds to FY 15/16 to match current schedule (Spring 2016).
SC 42	Soquel Ave at Frederick St. Intersections Modifications	Shift RSTPX Construction funds to FY16/17 to match current schedule (Fall 2016). Delayed due to limited staff resources.
SV 27	Mt. Hermon/Scotts Valley Dr/Whispering Pines Dr. Intersection Operations Project	Amend project scope based on traffic study findings: <u>Extend length of</u> <del>Add a</del> left turn lane from northbound Mt. Hermon Rd. to eastbound Whispering Pines Dr <u>and add a third through lane on Mt. Hermon Rd.</u> , modify existing signal, construct curb, gutter, sidewalk and curb ramps, modify striping and pavement markings, <u>improve bicycle facilities</u> , resynchronize intersection timing, and repave intersection area.
WAT 01	Hwy 1/ Harkins Slough Road Interchange	Shift \$7.3 million STIP funds to FY18/19 and 19/20. Anticiapte City will request to shift funds to separate bicycle/pedestrian bridge following completion of project initiation document.
WAT 38	Airport Blvd Improvements (Freedom Blvd to City Limits)	Request CTC shift FY15/16 STIP Construction funds (\$850k) to FY16/17. Environmental review delayed.
WAT 41	Sidewalk Infill Harkins Slough Road and Main Street	Request CTC shift FY15/16 STIP Construction funds (\$120k) to FY16/17. Environmental review and right-of-way delayed
RTC 24f	Hwy 1: 41st to Soquel Av Auxiliary Lanes and Chanticleer Bike/Ped Bridge	Update to separate out right-of-way support costs from ROW capital
RTC 30	Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	In order to avoid project delays despite statewide STIP shortfalls - shift \$500k RSTP currently programmed for Construction to environmental in order to initial environmental review; move \$500k STIP currently programmed for environmental to construction. Exchange the \$500k RSTP for RSTPX. Shift design and right-of-way to FY17/18 and construction to FY18/19 to match updated schedule. Environmental review could not begin until release of Highway 1 Corridor Tier 1 environmental analysis.

## Attachment 4: 2016 STIP Funding Shortfalls



Caltrans - Transportation Programming

August 27, 2015

**Figure 1: STIP Funding Projection**

In 2014, when the last STIP was adopted, the surprising drop in fuel costs had yet to be foreseen. Revenues were calculated and projected, and projects were programmed against assumed higher revenues, as represented by the blue bars in Figure 1. The red bars represent current revenue forecasts. The yellow bars represent projects that will have to be reprogrammed (delayed) from their current programming year to a future year.

Since revenues limit what can be funded, projects will need to slip to the future due to a lack of timely funding.



## CITY OF SCOTTS VALLEY

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701 Lundy Lane Scotts Valley, California 95066  
Phone 831.438.5854 Facsimile 831.439.9748

October 29, 2015

Rachel Moriconi  
Senior Transportation Planner  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060

**Subject: Mount Hermon Road/Scotts Valley Drive/Whispering Pines Drive  
Intersection Operations Improvement Project**

Dear Ms. Moriconi:

The City is formally requesting a partial change in scope for the Mount Hermon Road/Scotts Valley Drive/Whispering Pines Drive Intersection Operations Improvement Project. The original scope was to improve the operational safety of the intersection by adding an additional left turn lane from northbound Mount Hermon Road to eastbound Whispering Pines Drive and incorporate other improvements such as modifying the intersection's signal lights, gutter, sidewalk, curb ramps, striping and pavement markings.

In lieu of adding the additional left turn onto Whispering Pines Drive we are proposing to double the length of the existing left turn from 140 feet to 280 feet and add a third through lane on Mount Hermon Road. Adding a third through lane and extending the left turn lane will allow the intersection to operate as a LOS C where the previous scope will only bring the intersection to a LOS D. The attached letter from the City's contract traffic engineer, Hatch Mott MacDonald, explains this in greater detail. For all intent and purpose the project remains unchanged with the exception of adding the through lane as opposed to the additional left turn lane. Crosswalk and bicycle lane improvements will also be designed into this project.

Please call or email if you have any question or need additional information.

Sincerely,

  
Scott Hamby  
Public Works Director  
[shamby@scottsvally.org](mailto:shamby@scottsvally.org)



October 26, 2015

Mr. Joel Ricca, President  
Bowman & Williams Civil Engineers and Land Surveyors  
1011 Cedar Street  
Santa Cruz, CA 95060

**RE:    Scotts Valley Drive / Mt. Hermon Road Intersection Improvement Evaluation,  
         Scotts Valley, California  
         Summary of Study Alternatives**

Dear Mr. Ricca:

This brief letter presents a summary of the results found in the intersection improvement evaluation for the Scotts Valley Drive / Mt. Hermon Road intersection in Scotts Valley, which was completed by HMM on August 10, 2015.

The purpose of the analysis was to test a variety of alternatives that would strive to improve traffic operations at the Scotts Valley-Whispering Pines Drive / Mt. Hermon Road intersection under existing and future traffic conditions. One of the tested alternatives was the addition of a second westbound left-turn lane, which was recommended in the Scotts Valley Town Center Specific Plan EIR, adopted in 2008. The analysis included the following intersections:

1. Glen Canyon Road / Mt. Hermon Road
2. Scotts Valley Drive-Whispering Pines Drive / Mt. Hermon Road
3. Spring Lakes Drive / Mt. Hermon Road

The analysis was conducted during the typical weekday PM peak commute hour under the following scenarios:

1. Existing Conditions
2. Short-Term Cumulative Conditions
3. Buildout Conditions

The following alternatives were considered for the Scotts Valley Drive / Mt. Hermon Road intersection:

1. Existing lane configurations and signal timing.
2. Coordinated signal timing (3 intersections).
3. Westbound left-turn phase re-servicing
4. Lengthening westbound left-turn lane





5. Adding a 2<sup>nd</sup> westbound left-turn lane
6. Convert WB right-turn lane to a shared thru/right-turn & lengthen WB left-turn lane from 140 feet to 280 feet
7. Add a third WB thru Lane with an exclusive WB right-turn lane & lengthen WB left-turn lane from 140 feet to 280 feet

### Conclusions and Recommendations

Alternatives 1, 2, and 3 offered the least capacity improvement to the intersection. Alternatives 4 and 5 provided additional improvement, but the intersection would still operate at LOS D under existing conditions. Alternatives 6 and 7 would provide the most additional capacity, and both would result in a LOS C under existing conditions. All alternatives would result in unacceptable LOS under short-term and buildout conditions.

Based on the results from the analysis, both Alternatives 6 and 7 will provide a higher increase in capacity improvement than Alternative 4, which was included in the Scotts Valley Town Center Specific Plan EIR, adopted in 2008. Therefore, it is recommended that either Alternative 6, converting the westbound Mt. Hermon Road right-turn lane to a shared through/right-turn lane, or Alternative 7, adding a third westbound Mt. Hermon Road through lane with an exclusive westbound right-turn lane, be implemented. Both of these alternatives include lengthening the westbound left-turn lane from 140 feet to 280 feet.

If you have questions regarding this report or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Sincerely yours,

A handwritten signature in black ink that reads "L. Trujillo".

Leo Trujillo, PE, TE  
Principal Engineer  
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