



## Santa Cruz County Regional Transportation Commission

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### AGENDA

**Thursday, June 2, 2016  
9:00 a.m.**

**NOTE LOCATION THIS MONTH  
Watsonville City Council Chambers  
275 Main St., Ste 450  
Watsonville, 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 May 5, 2016 Regional Transportation Commission meeting
5. Approve draft minutes of the May 10, 2016 Elderly and Disabled Transportation Advisory Committee meeting
6. Approve draft minutes of the May 19, 2016 Transportation Policy Workshop meeting

### **POLICY ITEMS**

*No consent items*

### **PROJECTS and PLANNING ITEMS**

*No consent items*

### **BUDGET AND EXPENDITURES ITEMS**

7. Accept status report on Transportation Development Act (TDA) revenues

8. Approve User Oriented Transit Planning Project – contract award  
**(Resolution)**
9. Approve City of Santa Cruz Coastal Rail Trail project - survey work contract amendment **(Resolution)**

### **ADMINISTRATION ITEMS**

*No consent items*

### **INFORMATION/OTHER ITEMS**

10. Accept monthly meeting schedule
11. Accept correspondence log
12. Accept letters from RTC committees and staff to other agencies
  - a. Letter to the California Transportation Commission regarding the 2016 State Transportation Improvement Program (STIP) from the RTC chair
  - b. Letter to Honorable Lois Wolk and Honorable Richard Bloom regarding support for a statewide budget increase for the Freeway Service Patrol (FSP) program from RTC staff
13. Accept miscellaneous written comments from the public on RTC projects and transportation issues
14. Accept information items
  - a. California Transportation Commission (CTC) May 18, 2016 News Release: **"\$1.5 Billion Shortfall Forces Cuts in Statewide Transportation Program"**

### **REGULAR AGENDA**

15. Commissioner reports – oral reports
16. **Director's Report** – oral report  
*(George Dondero, Executive Director)*
17. Caltrans report and consider action items
  - a. **District Director's report**
  - b. Santa Cruz County project updates

18. Draft ordinance for potential ballot measure  
*(George Dondero, Executive Director)*
  - a. Staff report
  - b. Draft Ordinance
  - c. Summary of Draft Expenditure Plan
  - d. Supporters list
19. Fiscal Year (FY) 2016-17 Work Program  
*(Luis Mendez, Deputy Director)*
  - a. Staff report
  - b. Draft Final FY 2016-17 Work Program
20. Highway 1/Mar Vista Bicycle and Pedestrian Overcrossing: Cooperative Agreement with Caltrans  
*(Kim Shultz, Senior Transportation Planner)*
  - a. Staff report
  - b. Resolution
  - c. Cooperative Agreement with Caltrans
21. Review of items to be discussed in closed session

### **CLOSED SESSION**

22. 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
23. 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

### **OPEN SESSION**

24. Report on closed session
25. Next meetings

The next RTC meeting is scheduled for Thursday, August 4, 2016 at 9:00 a.m. at the Scotts Valley City Council Chambers, 1 Civic Center Drive, Scotts Valley, CA.

The next Transportation Policy Workshop is scheduled for Thursday, June 16, 2016 at 9:00 a.m. at the City of Santa Cruz Council Chambers, 809 Center Street, 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) 460-3205  
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.

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- 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).

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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**

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## Santa Cruz County Regional Transportation Commission

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### MINUTES

**Thursday, May 5, 2016  
9:00 a.m.**

**Capitola City Council Chambers  
420 Capitola Avenue  
Capitola, CA**

1. Roll call

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

Members present:

Don Lane	Dennis Norton
Ryan Coonerty	Ed Bottorff
Jimmy Dutra	Zach Friend
Randy Johnson	John Leopold
Greg Caput	Karina Cervantez
Bruce McPherson	Aileen Loe (ex-officio)
Tony Gregorio (alt.)	

Staff present:

George Dondero	Luis Mendez
Yesenia Parra	Jennifer Rodriguez
Grace Blakeslee	Cory Caletti
Rachel Moriconi	Ginger Dykaar

Commissioner Norton welcomed everyone to Capitola and noted that when the beachside towns were first built, the railroad provided the means to travel between cities. He stated that we are on our way to providing that connectivity once again.

2. Oral communications

**Brian Peoples**, Trail Now, said that Trail Now supports the proposed sales tax measure and supports rapid bus transit utilizing Santa Cruz Metro. Mr. Peoples noted that Trail Now believes that building the trail would not take years to complete if the tracks were removed. He stated that the project should not be delayed because of the need for more studies.

**Bruce Van Allen**, Campaign for Sensible Transportation (CFST), said he supports a sales tax measure if widening the highway is not included and is grateful for **the RTC's efforts to become a self help county**. He urged the Commission to seek a measure that will meet consensus. Petitions said to be signed by over 2,000 Santa Cruz County residents were given to the Commission.

**Jack Nelson and Rick Longinotti**, CFST, presented a slideshow with information on CFST's proposed allocations for the proposed sales tax measure, the Highway 1 environmental documents, and the Transportation System Management (TSM) alternatives. Mr. Nelson invited the Commission to attend a public meeting on May 16<sup>th</sup> at 10:30 a.m. at the Loudon Nelson Center. Mr. Longinotti stated that we need to find a community consensus for the proposed tax measure.

**Micah Posner**, stated that he is very committed to having a train in Santa Cruz County and doesn't **believe that widening Highway 1** will work to alleviate congestion. Mr. Posner said there needs to be compromise for a consensus and provided the Commission with an alternative sales tax measure allocation plan.

**Paul Elerick**, CFST, said that he supports the proposed sales tax measure because he sees the need to become a self help county to **make people's** lives better. He noted that auxiliary lanes are not the same as widening the highway. Mr. Elerick stated **that we shouldn't** let the perfect be the enemy of the good, as compromise is needed to get the community together.

**Steve Piercy**, Soquel resident, said that he often uses alternative transportation to do his part in relieving traffic congestion and wants the proposed sales tax measure to improve transportation modes for all users. Mr. Piercy stated that he supports Vision Zero and encourages alternative transportation for the health of the community.

**Dan Stevenson**, Santa Cruz Metro bus driver, said the proposed sales tax measure will provide a good opportunity to take local control of environmental risks and more should be allocated toward transit, noting that Santa Cruz **Metro's structural deficit and cuts will negatively** impact the community. Mr. Stevenson stated that the hallmarks of sustainable transportation include environmental justice.

**Robert Morgan**, Live Oak resident, stated that although there are many frustrations with the highway, widening Highway 1 will invite more CO<sub>2</sub> emissions, traffic congestion, and green house gases. Mr. Morgan noted that there is a great need for more public transit.

**Peter Scott**, said widening Highway 1 will not work and invited everyone to **the CFST's** public event. Mr. Scott provided the Commission with comments received by CFST concerning the proposed sales tax measure allocation plan.

**Debby Bulger**, said it is important to become a self help county and wants the proposed sales tax measure to pass. She stated that there are some good projects with community consensus; however the controversial issues should be addressed later to give the measure a greater chance of passing.

**Pauline Seales**, stated that the Santa Cruz Metro system **doesn't provide** enough services to enough places. Ms. Seales noted that although the RTC is not to blame, the public may perceive the **RTC's sales tax measure to be the reason for Santa Cruz Metro's cuts, as bus services are needed more than widening the highway.**

**Citizen**, stated that upgrades to METRO services are needed to attract riders so public transit will no longer be viewed as a last resort option. He said that as an alternative to widening the highway, funds should be invested in a fleet of electric bikes to get cars off of the freeway.

**Catherine Steele**, said that she relies heavily on public transit. She noted that routes that are not along the Soquel corridor are particularly difficult to navigate. Ms. Steele noted that she would strongly support a measure that would guarantee allocations to the Santa Cruz Metro system.

3. Additions or deletions to consent and regular agendas

Item 24 was removed from the regular agenda and a handout for Item 25 was distributed. There will be no closed session.

### **CONSENT AGENDA**

**Amelia Conlen**, Bike Santa Cruz County, urged the Commission to support Item 9. Ms. Conlen provided information on the Community Traffic Safety Coalition's **(CTSC) Vision Zero work plan and encouraged everyone to support** that initiative and to participate in Bike to Work Day next week.

Commissioner Leopold moved and Commission Norton seconded approval of the items listed under the consent agenda. The motion passed unanimously with Commissioners Lane, Friend, Coonerty, McPherson, Caput, Leopold, Norton, Bottorff, Cervantez, Johnson, and Dutra, **voting "aye"**.

### **MINUTES**

4. Approved draft minutes of the April 7, 2016 Regional Transportation Commission meeting
5. Accepted draft minutes of the April 12, 2016 Elderly and Disabled Transportation Advisory Committee meeting

6. Accepted draft minutes of the April 21, 2016 Interagency Technical 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 the Fiscal Year (FY) 2014-2015 Fiscal Audit Reports (reports included for Commissioners Only) Reports available online.
9. Approved the Fiscal Year 2016-17 Transportation Development Act (TDA) **Article 8 Claims for the Community Traffic Safety Coalition, the Ride 'n' Stride Program, and the Bike to Work Program (Resolutions 17-16 and 18-16)**

### **ADMINISTRATION ITEMS**

10. Approved appointments of members to the Elderly and Disabled Transportation Advisory Committee

### **INFORMATION/OTHER ITEMS**

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

### **REGULAR AGENDA**

16. Commissioner reports – oral reports  
None

17. **Director's Report** – oral report

George Dondero, Executive Director, reported that the Highway 1 draft **environmental documents'** original projections from traffic modeling exercises are expected to be redone; and noted that important decisions regarding the Transportation Improvement Plan (TRIP) will be discussed at the June 16<sup>th</sup> Transportation Policy Workshop (TPW).

18. Caltrans report and consider action items

Aileen Loe, Caltrans District 5 Deputy Director, distributed the latest addition of the **Mile Marker**. She reported on: the Mileage Based Road User Fee program seeking rural driver volunteers; the Statewide Bike and Pedestrian Plan's goal to triple bike and double pedestrian and transit trips; the call for projects for cycle 3 of the Active Transportation Program (ATP) for capital improvements; the California Sustainable Freight **Action Program's** goal for a cleaner and more efficient movement of freight; and public workshops for the Highway 17 Access Management Plan (AMP) being held in June.

Commissioners discussed their appreciation for **Caltrans'** efforts on long term projects and for waiving the fee for the Veteran's Day parade in Watsonville.

**Brian Peoples**, said that he supports transportation infrastructure investments because when lanes on the highway are closed, it causes more green house gases from the traffic congestion.

19. 9:30 PUBLIC HEARING 2016 Unmet Paratransit and Transit Needs

Grace Blakeslee, Transportation Planner, presented the staff report. Ms. Blakeslee noted that the RTC regularly solicits input to assess and prioritize the transportation needs of seniors, persons with disabilities, and low-income individuals.

Chair Lane opened the Public Hearing for the 2016 Unmet Paratransit and Transit Needs at 10:02 a.m.

**Brian Peoples**, stated that Trail Now met with Santa Cruz Metro regarding the importance of attracting more riders to sustain the bus systems. He noted that when cuts are made to the general transit system, it impacts paratransit services as well.

**Dan Stevenson**, said that bus drivers should be consulted to address the needs of the transit system, as the needs are only partially identified by current users. Mr. Stevenson stated that the current transit needs are the same transit needs in the future, and both must be addressed now because pollution and driving will get worse.

The Public Hearing was closed at 10:07 a.m.

Commissioners discussed: transit friendly lane uses; Commissioners noted that Santa Cruz METRO is an independent body from the RTC; the misconception that the Commission's **proposed Transportation Improvement Plan (TRIP)** negatively affects the Santa Cruz METRO, when in fact an **allocation to METRO's ParaCruz service is included** in the TRIP; the importance of public meetings that help to inform local citizens of the issues in the transportation system; understanding that an increase in ridership **doesn't** mean that the deficit goes away; the opportunity for bus drivers to utilize their union representatives to communicate ideas or recommendations to boards; looking at the big picture with the lack of incoming monies and dealing with the deficit situation at hand with the resources currently available; and making sure the tax dollars get back into the community so they can be put back into the transportation system.

Commissioner Leopold moved and Commissioner Coonerty seconded the staff recommendations to adopt the **2016 Unmet Paratransit and Transit Needs**, with revisions as appropriate; and to consider unmet paratransit and transit needs as funding becomes available. The motion passed unanimously with Commissioners Lane, Friend, Caput, Coonerty, McPherson, Leopold, Norton, **Dutra, Bottorff, Cervantez, and Johnson voting "aye"**.

20. Fiscal Year 2016-17 Transportation Development Act (TDA) Claims for Volunteer Center, Community Bridges and Santa Cruz Metropolitan Transit District.

Grace Blakeslee, Transportation Planner, presented the staff report. Ms. Blakeslee noted that the annual fiscal year (FY) 2016-17 claims are compliant with the state requirements and the RTC's rules and regulations.

**Community Bridges Lift Line, Kirk Ance**, reported that the TDA funds provide free, non-medical and emergency rides for around 700 Santa Cruz County individuals enrolled, that are either 200% below the poverty level and/or disabled and elderly. Mr. Ance stated that last fiscal year, over 86,000 rides were provided and that the current claim has been increased by 5% to accommodate dialysis transportation as requested by doctors.

**Volunteer Center, Debbie Brooks**, reported that volunteer drivers, using their own cars, have been providing one-on-one door-to-door rides for over 40 years in Santa Cruz County. Ms. Brooks stated that this service is a cost effective program and serves those individuals that fall between the cracks of the other alternative transportation options.

**Santa Cruz Metro, Alex Clifford**, reported that last fiscal year Santa Cruz Metro provided over 750,000 fixed route trips to the elderly and disabled and 98,000 trips through ParaCruz. He stated that an updated balanced budget proposal, based on a service reduction will be presented to the board on May

13<sup>th</sup>. Following a 30-day public comment period, a final decision to adopt the budget will be made on June 24<sup>th</sup>. If adopted, the service cuts would be implemented on September 8, 2016. Mr. Clifford noted that Metro acknowledges that the RTC's **actions** have not negatively impacted the transit system and is thankful for the consideration of the allocation in the proposed Transportation Improvement Plan (TRIP).

Commissioners discussed: the essential services provided by Lift Line, the Volunteer Center, and ParaCruz; and how the public can support Santa Cruz Metro by buying locally and supporting the proposed sales tax measure.

Commissioner McPherson moved and Commissioner Leopold seconded the staff recommendations to:

1. Adopt **(Resolution 19-16)** approving the FY 2016-17 TDA Article 8 funds claim in the amount of \$658,360 from Community Bridges to provide transportation for seniors and people with disabilities, contingent on approval from the City of Santa Cruz to act as the claimant;
2. Adopt **(Resolution 20-16)** approving the FY 2016-17 TDA Article 8 funds claim in the amount of \$78,376 from the Volunteer Center to administer the volunteer driver transportation program primarily serving seniors, contingent on approval from the City of Santa Cruz to act as the claimant;
3. Adopt **(Resolution 21-16)** approving the FY 2016-17 TDA Article 4 funds claim in the amount of \$6,701,163 from the Santa Cruz County Metropolitan Transit District to provide operating assistance for fixed route public transit and American Disability Act complementary paratransit operations; and
4. and to postpone sub-allocation of the State Transit Assistance (STA) funds to the Santa Cruz Metropolitan Transit District until the State clarifies the distribution formula for the remaining 2015-2016 allocation and the 2016-2017 allocation.

The motion passed unanimously with Commissioners Lane, Friend, Caput, Coonerty, McPherson, Leopold, Norton, Dutra, Bottorff, Cervantez, and **Johnson voting "aye"**.

## 21. 2016 State Transportation Improvement Program (STIP) Update

Rachel Moriconi, Senior Transportation Planner, presented the staff report. Ms. Moriconi noted that the RTC had approved using other regional funds for projects that were previously budgeted through the STIP funds to avoid project delays. She reminded the Commission that due to a severe drop in revenues from state gasoline taxes, the California Transportation Commission (CTC) is having to delay projects previously approved for STIP funds and is deleting \$754 million in projects statewide.

Commissioners discussed: **the Harkin Slough project's timeline; fuel taxes** impacting the STIP; the need to continue work on already planned projects, so they will be ready to go when funding is available; the disappointment of the

underinvestment in South County with the majority of projects needing to be delayed being in the Watsonville area; Capitola and Scotts Valley not having any allocations; the California State Association of Counties (CSAC) working to elevate transportation issues and the need for the Governor to properly address transportation needs; a letter from Commissioner Alternate Lowell concerning necessary infrastructure projects in South County; disappointment in the shifting of priorities and the lack of action on finding additional funding **both at the state and federal level; and the RTC's commitment to use other funds to advance projects that are not on the CTC's list of projects.**

George Dondero, noted that the STIP is not an ideal program for funding local projects and acknowledged **Ms. Moriconi's efforts to complete grant deadlines.** He stated that having delayed projects really underlines the fact that we need to become a self-help county.

**Brian Peoples**, said that Trail Now supports becoming a self-help county as long as the funds are efficiently utilized.

**Maria Rodriguez**, City of Watsonville, thanked the RTC for the support on the Highway 1 and Harkins Slough projects. She stated that Watsonville is continuing to work with Caltrans on various projects and will continue to look for additional funding.

Commissioner Dutra moved and directed staff to write a formal letter to the California Transportation Commission (CTC) requesting that funds not be deleted or delayed. Commissioner McPherson seconded the direction and staff recommendation to receive information regarding the CTC staff recommendations for the 2016 State Transportation Improvement Program (STIP) and commit to programming future STIP and/or future Surface Transportation Block Grant Program (STBG) funds to a project at the Highway 1/Harkins Slough Road Interchange, if Watsonville does not secure Active Transportation Program (ATP) funding for the project. The motion passed with Commissioners Lane, Friend, Coonerty, McPherson, Leopold, Norton, Dutra, Bottorff, Cervantez, and Johnson voting "aye" and Commissioner Caput voting "no".

Commissioner Friend and Commissioner Cervantez left the meeting.

## 22. 2016 Regional Transportation Improvement Program Call for Projects

Rachel Moriconi, Senior Transportation Planner, presented the staff report. Ms. Moriconi noted that applications will be due on July 14, 2016 and a public hearing will be held in September to take final actions to program the funds.

Commissioners discussed the opportunity to accelerate projects efficiently with the funding that could be potentially available from becoming a self help county.

Commissioner McPherson moved and Commissioner Leopold seconded the staff recommendation for the RTC to issue a call for projects for new transportation funds anticipated to be available through fiscal year 2017-2018 (FY 17/18) and approve evaluation criteria for this grant cycle as summarized. The motion passed unanimously with Commissioners Lane, Caput, Coonerty, **McPherson, Leopold, Norton, Dutra, Bottorff, and Johnson voting "aye"**.

23. Allocation Formulas to Local Jurisdictions – in the Transportation Improvement Plan for a 2016 Transportation Ballot Measure

George Dondero, Executive Director, presented the staff report. Mr. Dondero noted that the recommended formula is based on 29% population, 39% lane miles of roadway, and 32% site of tax generated to allocate the portion of revenue going to Neighborhood Projects.

Commissioners discussed: projections and allocations to the cities; the difficulty in finding a formula that everyone believes is fair; the need for compromise and concerns on reaching a consensus; the many projects within each bucket of the Transportation Improvement Plan (TRIP); the **Ad-Hoc committee's diligence in trying to balance the transportation needs of the county**; the importance of uniting as a board and community to move the tax measure forward; how the sales tax is generated in different cities; and the need to become a self-help county because we are all in this together.

Commissioner Caput left the meeting and Commissioner Alternate Tony Gregorio took his place.

**Dan Stevenson**, said that the allocations should be based on needs and not on population. He noted that the maintenance cost for Metro will increase and transportation experts should be consulted.

**Brian Peoples**, stated that the allocation strategy would be more appropriate with only 3 buckets.

Commissioner Norton moved and Commissioner Coonerty seconded the staff recommendation to approve a distribution formula to allocate funds for local **jurisdictions' projects in the Investment Plan for the 2016 proposed ballot measure**. The motion passed with Commissioners Lane, Coonerty, McPherson, Leopold, Norton, Dutra, Bottorff, and Johnson voting **"aye"** and **Commissioner Alternate Gregorio voting "no"**.

24. Empty Car Storage on the Santa Cruz Branch Rail Line – *Item removed from the agenda*

25. Transportation Funding Poll Consultant Agreement

George Dondero, Executive Director, presented the staff report. Mr. Dondero noted that the poll of likely votes will be conducted in Santa Cruz County on priorities and local funding options for transportation projects to address the significant backlog of transportation system needs.

Commissioners discussed how the effort to have the poll done by the RTC makes sense.

Commissioner Leopold moved and Commissioner Norton seconded the staff recommendation to:

1. Approve **(Resolution 22-16)** authorizing the Executive Director to negotiate and execute a consultant agreement for a countywide poll of likely voters on local funding options for transportation projects with Fairbanks, Maslin, Maullin, Metz & Associates for an amount not to exceed \$33,000; and
2. Direct the Expenditure Plan Ad-Hoc committee to work with staff to oversee development and implementation of the voter survey.

The motion passed unanimously with Commissioners Lane, Coonerty, McPherson, Leopold, Norton, Dutra, Bottorff, Johnson, and Commissioner Alternate Gregorio **voting "aye"**.

Commissioner Coonerty left the meeting.

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

The Regional Transportation Commission meeting adjourned at 10:37 a.m.

Ginger Dykaar, Transportation Planner, presented the staff report and a PowerPoint presentation.

Commissioners discussed: average weekday traffic volumes by the hour; the need for call boxes along the highway; and **appreciation for Ms. Dykaar's work** on the annual report.

**Dan Stevenson**, thanked the RTC for their work to increase the safety on Highway 17.

Commissioner Leopold moved and Commissioner Bottorff seconded the staff recommendation to accept the 2015 Annual Report for the Safe on 17 Safety Corridor Program. The motion passed unanimously with Commissioners Lane, McPherson, Leopold, Norton, Dutra, Bottorff, Johnson, and Commissioner Alternate Gregorio **voting "aye"**.

The special meeting adjourned at 11:49 a.m.

27. Reconvene the Regional Transportation Commission meeting

The meeting was reconvened at 10:49 a.m.

28. Review of items to be discussed in closed session

There was no closed session.

### **CLOSED SESSION**

29. 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
30. 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

### **OPEN SESSION**

31. Report on closed session – *None*
32. Next meetings

The next RTC meeting is scheduled for Thursday, June 2, 2016 at 9:00 a.m. at the Watsonville City Council Chambers, 275 Main St. Ste 450, Watsonville, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, May 19, 2016 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

The meeting adjourned at 11:50 a.m.

Respectfully submitted,

Jennifer Rodriguez, Staff

Attendees:  
Alex Clifford  
Amelia Conlen  
Bob Morgan

Santa Cruz Metro  
Bike Santa Cruz County  
Campaign for Sensible Transportation

Brian Peoples  
Bruce Van Allen  
Catherine Steele  
Dan Stevenson  
Debbie Bulger  
Denn Loijos  
Heather Adamson  
Jack Nelson  
Jacques Beutaud  
Joe Jordan  
Kirk Ance  
Maria Ester Rodriguez  
Paul Elerick  
Pauline Seales  
Peter Scott  
Piet Canin  
Rick Longinotti  
Sandy Brown  
Theresia Rogerson  
Thomas Hiltner

Trail Now  
Campaign for Sensible Transportation  
  
Santa Cruz Metro  
  
Health Services Agency  
Association of Monterey Bay Area Governments  
Campaign for Sensible Transportation  
  
Community Bridges Lift Line  
City of Watsonville  
Campaign for Sensible Transportation  
Santa Cruz Climate Action Network  
Campaign for Sensible Transportation  
Ecology Action  
Campaign for Sensible Transportation  
  
Health Services Agency  
Santa Cruz Metropolitan



## Santa Cruz County Regional Transportation Commission

### Elderly & Disabled Transportation Advisory Committee

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#### Minutes Special Meeting Tuesday, May 10, 2016

**RTC Offices  
1523 Pacific Avenue, Santa Cruz, 95060**

1. Call to Order: 1:35 pm
2. Introductions

**Members Present:**

Kirk Ance, Community Bridges/Lift Line  
Lori Welch Bettencourt, 4<sup>th</sup> District  
Lisa Berkowitz, CTSA  
John Daugherty, Metro Transit  
Cara Lamb, Potential Transit User

**Alternates Present:**

Tom Duncanson, 2<sup>nd</sup> District  
John Mills, Potential Transit User  
April Warnock, Metro/ParaCruz

**Excused Absences:**

Veronica Elsea, 3<sup>rd</sup> District  
Greta Kleiner, Potential Transit User

**Unexcused Absences:**

Debbi Brooks, Social Service Provider- Persons  
of Limited Means  
Sally French, Social Services Provider- Disabled  
Clay Kempf, Social Service Provider for Seniors  
Michael Molesky, Social Service Provider  
Disabled

**RTC Staff Present:**

Grace Blakeslee  
Cathy Judd  
Karena Pushnik

**Others Present:**

Ramon Cancino, Community Bridges  
Alex Clifford, Metro  
Andrea Eusse-Gil, Metro

3. Oral Communications
  - New members and alternates, Lori Bettencourt Welch, Tom Duncanson, and John Mills were welcomed
  - RTC received a grant for the northern most section of the Coastal Rail Trail. There will be an open house on May 24<sup>th</sup> from 6 to 7:30 pm. E&D TAC members are invited to attend the presentation on the northern most section of the Coastal Rail Trail at the June 6<sup>th</sup> Bicycle Advisory Committee meeting.
4. Additions or deletions to consent and regular agenda - None

## CONSENT AGENDA

5. Approved Minutes from April 12, 2016

*Action: The motion (Berkowitz/Lamb) - - to amend the minutes for the April 12 E&D TAC meeting and approve the Consent Agenda. Amendment to include Veronica Elsea's Aye vote on the motion for Item 5, Consent Agenda minutes; Items 6-13 Consent Agenda, Item 14, Appointment of Chair and Vice Chair; Item 17, Unmet Paratransit and Transit Needs; Item 18, Metro TDA Claim; Item 19, Community Bridges TDA Claim; Item 20, Volunteer Center TDA Claim - - carries.*

*Ayes: Lori Welch Bettencourt, Lisa Berkowitz, John Daugherty, Cara Lamb, Tom Duncanson, John Mills  
Nays: None  
Abstain: Kirk Ance*

6. Received Information Items

- a. Letter to E&D TAC from Santa Cruz Metro regarding absence at April 12, 2016 E&D TAC Consideration of Santa Cruz Metro TDA Claim

## REGULAR AGENDA

7. Santa Cruz Metro Comprehensive Operational Analysis

Alex Clifford, Santa Cruz Metropolitan Transit District General Manager, provided a presentation on the Comprehensive Operational Analysis and proposal for service reductions to the fixed route network. Mr. Clifford discussed Metro's modifications to the initial proposal for reductions to the fixed-route service network that was presented to Metro's Board of Directors on March 25, 2016. Metro hosted a series of open house meetings throughout the County to receive public comment. Public hearings will commence on May 26 and continue on May 27. Metro's Board agreed to keep ParaCruz services at the current levels. However, if the sales tax measure does not pass in November Metro may have to review ParaCruz services. Andrea Eusse-Gil provided detailed fixed-route maps and explained the proposed changes in service that will take place in the fall of 2016.

Members expressed concern about the service revisions impact on seniors and disabled persons including revisions to frequency and span of service. Members noted that the location of the Mid County Senior Center (Capitola) was incorrect on map. Members also discussed the recently approved transit pass fee approved by Cabrillo students. The Cabrillo transit pass will go to providing all Cabrillo Students with an ID card to ride Metro buses 7-day per week (this is similar to the fee program for UCSC students). Cabrillo College Stroke Center students are not charged to use fixed-route service. Mr. Clifford explained that increasing fixed route fares is not currently be considered and nor are changes to locations of bus stops.

8. Transportation Improvement Plan – November 2016 Ballot Initiative

Karena Pushnik, RTC Senior Transportation Planner, provided information for the 2016 Transportation Improvement Plan which provides a vision to improve, operate and maintain Santa Cruz County's transportation network. The plan includes improvements to bike lanes, sidewalks -- including \$68 million for the Coastal Rail Trail -- to encourage greater bicycle use for an active, healthy population. Ms. Pushnik explained that final amendments to the plan are expected to take place at the June RTC meeting. RTC staff requested input from E&D TAC about how to help the public understand more about the Transportation Improvement Plan.

Members offered these presentation options for outreach possibilities:

- Joint education effort with Metro to mail flyers to paratransit customers
- First responders
- Chambers of Commerce, Lions Clubs, Soroptimist Clubs, Rotary Groups
- Local political organizations

- YouTube video for outreach to 18 year old first-time or young voters
- League of Women Voters
- First Friday events
- Santa Cruz County Fair
- Farmers markets and Swap meets
- Cabrillo College students
- Community TV spots
- KSCO radio
- PSA's

Ms. Pushnik told members that they could forward additional ideas to her or Grace Blakeslee via email.

9. Adjourn 3:01 pm

Respectfully submitted, Cathy Judd, RTC Staff



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

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**MINUTES**

**Thursday, May 19, 2016  
9:00 a.m.**

**SCCRTC Conference Room  
1523 Pacific Ave  
Santa Cruz, CA**

1. Introductions

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

Members present:

Don Lane	Randy Johnson
Ryan Coonerty	Dennis Norton
Ed Bottorff	Patrick Mulhearn (alt.)
Lowell Hurst (alt.)	Dene Bustichi (alt.)
Dave Reid (alt.)	Virginia Johnson (alt.)
Mike Rotkin (alt.)	Tim Gubbins (ex-officio)

Staff present:

George Dondero	Luis Mendez
Jenn Rodriguez	Cory Caletti
Yesenia Parra	Kim Shultz

2. Oral communications

Commissioner Alternate Hurst provided a Highway 1 morning traffic report.

Commissioner Bottorff inquired about where the trolley car, "Daisy", will be operating on the Santa Cruz Branch Rail Line.

George Dondero, Executive Director, reported that the California Transportation Commission (CTC) adopted the RTC staff recommendations for the State Transportation Improvement Program (STIP) programmed projects and has also allocated \$90K in design funds to segment 18 (a Watsonville segment) of the Monterey Bay Sanctuary Scenic Trail (MBSST). Mr. Dondero **passed around "Let's Move" cards for Commissioners to distribute to support the Transportation Improvement Plan (TRIP).**

**Jack Nelson**, Campaign for Sensible Transportation, said that there are concerns within the community about green house gases and we need to address the issue by looking into alternatives to widening Highway 1.

3. Additions or deletions to consent and regular agendas

A handout for Item 5 was distributed.

### **CONSENT AGENDA**

No consent items

### **REGULAR AGENDA**

4. Highway 17 Access Management Plan (AMP) update

Kelly McClendon, Caltrans District 5 Transportation Planner, and Joe Erwin, Traffic Design Planner, provided a PowerPoint presentation. A flyer with information on the upcoming community workshops was distributed to the Commission.

Mr. McClendon reported that the key access management characteristics include: mobility, access, and safety; and the three main segments identified as having the highest needs are: Vine Hill Road, Sugarloaf Road/ Laurel Road/Glenwood Road, and Old Santa Cruz Road.

Mr. Erwin reported that the plans for the corridor include: eliminating at grade intersections; providing interchanges so motorists could access both sides of the highway; off-highway multimodal facilities; acceleration and deceleration lanes; median barriers; improving right in/right out; access denial; and driveway consolidation.

Commissioners discussed: making sure that the wildlife crossing at Laurel Curve does not conflict with the proposed road additions; the implementation schedule and funding; Caltrans qualifying for monies to help fund the AMP; working with Santa Cruz Metro to put flyers on the buses for public outreach; phasing information being available in the final report; and the impact and cost of existing right-of-ways and parcels.

George Dondero, stated that Caltrans is requesting to program enough money through the State Highway Operation and Protection Program (SHOPP) for the design and environmental work on the wildlife crossing. Mr. Dondero shared his appreciation to Mr. McClendon and Mr. Erwin for their work, and to the outreach consultants for their conceptual approach in attempting to get public input.

**Dana Bagshaw**, inquired about the public input at Old Santa Cruz Road for bus stops.

**Elise Casby**, stated that she would like additional information on the outreach efforts for public input. Ms. Casby said that she is concerned about funding for the AMP and the public's involvement in the decision making process.

5. North coast rail trail segment of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network – Proposed Phase 2

Cory Caletti, Senior Transportation Planner, presented the staff report. Ms. Caletti noted that preliminary designs are currently being prepared for the public open house on Tuesday, May 24<sup>th</sup>, 2016 from 6 to 7:30pm at the **Veteran's Memorial** Hall in Santa Cruz.

Commissioners discussed: moving the trail phase forward in higher density areas; the Federal Land Access Program (FLAP) grant's **availability** for federal lands in the north cost; recognizing forward looking attitudes from all transportation related organizations; STIP funding and South County projects; and monies allocated only to the trail and not to the maintenance of the adjacent rail.

**Pauline Seales**, thanked the RTC for their work on the rail trail.

Commissioner Alternate Rotkin moved and Commissioner Coonerty seconded the staff recommendation to:

1. **Authorize the Executive Director to pursue implementation of "Phase 2" of the North Coast rail trail project to connect the currently funded "Phase 1" trail to the town of Davenport;**
2. Re-commit \$300,000 originally committed in August 2015 but not utilized, in matching funds for preliminary work for the Phase 2 north coast project; and
3. Direct staff to submit an application for a \$300,000 Surface Transportation Block Grant/Regional Surface Transportation Improvement Grant or other grant sources available to fund the project.

The motion passed unanimously with Commissioners Lane, Coonerty, Norton, Bottorff, and Johnson, and Commissioner Alternates Rotkin, Bustichi, Hurst, Reid, Johnson, and Mulhearn **voting "aye"**.

6. 2016 Transportation Improvement Plan Ad Hoc Committee update– oral report

Chair Lane reported that the ad hoc committee has been working on: recommendations for the allocations of funds; a timeline and finalizing the poll to be administered in June; and finalizing ballot title language and the language of the ordinance for the TRIP. There will be a presentation at the June 16<sup>th</sup> Transportation Policy Workshop (TPW) meeting to adopt the ballot measure and ordinance language.

**Elise Casby**, said that she hopes there will be more outreach, besides the polling, to those that will be adversely affected by the proposed sales tax measure.

**Jack Nelson**, said that we need to listen to environmental scientists and do our part to create a livable future by decreasing green house gases.

Commissioners discussed how the sales tax measure will impact taxes, and that not having a tax increase will mean cutting public transit.

7. Next meetings

The next RTC meeting is scheduled for Thursday, June 2, 2016 at 9:00 a.m. at the City of Watsonville Council Chambers, 275 Main St., Ste 450, Watsonville, CA.

The next Transportation Policy Workshop is scheduled for Thursday, June 16, 2016 at 9:00 a.m. at the City of Santa Cruz Council Chambers, 809 Center St., Santa Cruz, CA.

The meeting adjourned at 10:05 a.m.

Respectfully submitted,

Jenn Rodriguez, Staff

Attendees:

Amelia Conlen

Dana Bagshaw

Eduardo Montesino

Elise Casby

Jack Nelson

Joe Jordan

Pat Malo

Paul Elerick

Pauline Seales

Steven Slate

Bike Santa Cruz County

Bike by Choice

Santa Cruz Metro

Campaign for Sensible Transportation

Santa Cruz Climate Action Network

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 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	917,127	183,289	24.98%	104.92%
JANUARY	601,300	580,629	631,600	50,971	8.78%	105.37%
FEBRUARY	801,800	758,764	842,100	83,336	10.98%	106.11%
MARCH	739,331	835,900	763,406	-72,494	-8.67%	104.23%
APRIL	524,400	524,826	559,000	34,174	6.51%	104.40%
MAY	699,200	699,732	745,400	45,668	6.53%	104.59%
JUNE	853,689	812,340	0			
<b>TOTAL</b>	<b>8,549,340</b>	<b>8,628,404</b>	<b>8,174,916</b>	<b>358,852</b>	<b>4.16%</b>	<b>95%</b>

**Note:**

I:\FISCAL\TDA\MonthlyReceipts\FY15 - 16.xlsx\FY2016

**AGENDA:** June 2, 2016

**TO:** Regional Transportation Commission (RTC)  
**FROM:** Grace Blakeslee, Transportation Planner  
**RE:** User Oriented Transit Planning Project- Contract Award

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**RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC):

1. Adopt a resolution (Attachment 1) authorizing the Executive Director to enter into an agreement with Steer Davies Gleave in the amount of \$29,879 to support development of the User Oriented Transit Planning Project; and,
  2. RTC staff recommends that the RTC amend the RTC's Fiscal Year 2016-2017 budget to shift \$2,879 from the amount budgeted for User Oriented Transit Planning Project- Material & Supplies to the amount budgeted for the User Oriented Transit Planning Project- Professional Services.
- 

**BACKGROUND**

The Santa Cruz County Regional Transportation Commission (RTC) was awarded a Transit Planning for Sustainable Communities grant of \$150,000 from Caltrans to conduct a User Oriented Transit Travel Planning Project to test an individualized marketing program in Santa Cruz County that encourages solo-drivers to switch transportation modes, with a special emphasis on attracting new transit riders. The project will employ best practices and follow guidance from Federal Transit Administration's Individualized Marketing Project Demonstration Program. User Oriented Transit Planning Project will provide the information necessary to understand if individualized marketing is an effective strategy for advancing Santa Cruz County's regional transportation goals, including a reduction in vehicle miles traveled and greenhouse gases and, a shift from driving to alternative modes.

At the April 7, 2016 RTC meeting, the RTC approved releasing a request for proposals for consultants to support development of the User Oriented Transit Planning Project and authorize the Executive Director to enter into a consultant agreement in an amount not to exceed \$20,000 with the contractor that presents the proposal that, in the opinion of the RTC staff, is the most advantageous to the RTC based on the evaluation criteria.

**DISCUSSION**

Consultant Selection

On April 11, 2016, the RTC issued a request for proposals (RFP) to engage a qualified consultant experienced in individualized marketing programs and techniques to advise

RTC on the User Oriented Transit Planning Project methodology including: market segmentation, outreach strategies, survey design and customer resource management, to ensure consistency with industry practice and standards and analyze project effectiveness. Proposals were due May 12, 2016. Three proposals were received to perform the work as specified in the request for proposals.

An evaluation team, comprised of staff from Santa Cruz Metropolitan Transit District and RTC, reviewed the three proposals for completeness and content and interviewed two firms. The evaluation team determined that the approach proposed by the firm Steer Davies Gleave would be the most advantageous to the RTC and Santa Cruz Metro due to the firm's extensive experience in delivering individualized marketing of travel choices in the United States and Europe, strong understanding of the services required in the request for proposals, and innovative methods for effecting behavior change.

#### Consultant Contract

All three of the proposals received in response to the request for proposals exceeded \$20,000, the consultant agreement amount previously approved by the RTC. The highest ranked firm, Steer Davies Gleave, proposed completing the tasks specified in the request for proposals for \$29,879. **RTC staff recommends adopting a resolution authorizing the Executive Director to execute an agreement with Steer Davies Gleave in the amount of \$29,879.** The term of the agreement for consultant services, if approved, to support the User Oriented Transit Planning Project would commence June 3, 2016 and conclude May 31, 2017.

#### RTC FY 2016-2017 Budget

The RTC's Fiscal Year 2016-2017 budget includes \$27,000 for consultant services associated with development of the User Oriented Transit Planning Project. **RTC staff recommends that the RTC amend the RTC's Fiscal Year 2016-2017 budget to shift \$2,879 from budget for User Oriented Transit Planning Project- Material & Supplies to the User Oriented Transit Planning Project- Professional Services.** Staff will work to minimize the cost of materials and supplies for the project by more heavily using electronic means of disseminating information.

#### **SUMMARY**

The RTC was awarded a Transit Planning for Sustainable Communities grant of \$150,000 from Caltrans to conduct a User Oriented Transit Travel Planning Project to test an individualized marketing program in Santa Cruz County that encourages solo-drivers to switch transportation modes. RTC staff recommend that the Executive Director enter into an agreement between RTC and Steer Davies Gleave to support development of the User Oriented Transit Planning Project in the amount of \$29,879 and amend the RTC's Fiscal Year 2016-2017 budget.

Attachment 1: Resolution Authorizing the Executive Director to Enter into a Consultant Agreement

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of June 2, 2016  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO A CONTRACT WITH  
STEER DAVIES GLEAVE TO SUPPORT DEVELOPMENT OF THE USER ORIENTED TRANSIT PLANNING  
PROJECT

WHEREAS, the Regional Transportation Commission (RTC) is working to increase the number of transit, bicycle, walking and carpool trips, reduce vehicle miles traveled and reduce greenhouse gas emissions;

WHEREAS, Caltrans has awarded RTC an FTA 5304 Transit Planning for Sustainable Communities grant in the amount of \$150,000 for a User Oriented Transit Planning Project;

WHEREAS, individualized marketing of transportation options is a strategy to shift automobile trips to trips by transit, bicycling, walking and carpooling;

WHEREAS, the User Oriented Transit Planning Project will plan, develop and test an individualized marketing program for Santa Cruz County that encourages solo-drivers to switch modes with a special emphasis on attracting new transit riders;

WHEREAS, the RTC is the lead implementing agency responsible for managing the contractual and administrative aspects of the agreements with the project consultant;

WHEREAS, a consultant team with experience with individualized marketing will advise the RTC on methodology used to implement the User Oriented Transit Planning Project in Santa Cruz County and analyzing the project effectiveness; and,

WHEREAS, the evaluation team reviewed three proposals received in response to the request for proposals (RFP) for consultant services to perform work to support the development of the User Oriented Transit Plan and based on the criteria set for in the RFP determined that the firm Steer Davies Gleave would be the most advantageous to the RTC and Santa Cruz Metro due to the firm's extensive with individuals marketing of travel choices, strong understanding of the services required and innovate methods for effecting behavior change;

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

1. The Executive Director is authorized to enter into a contract with Steer Davies Gleave in an amount of \$29,879 to support development of the User Oriented Transit Planning Project.
2. The Executive Director is authorized to execute amendments to the agreements identified above provided that the amendments are within the intended scope of services to complete the project and are consistent with the adopted RTC budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

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Don Lane, Chair

ATTEST:

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George Dondero, Secretary

Distribution: RTC Fiscal  
RTC User Oriented Transit Planning Project Contract Manager

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**TO:** Santa Cruz County Regional Transportation Commission

**FROM:** Yesenia Parra, Administrative Services Officer  
George Dondero, Executive Director

**RE:** City of Santa Cruz Coastal Rail Trail project - survey work contract amendment

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution ([Attachment 1](#)) authorizing the Executive Director to amend the contract for survey work related to the City of Santa Cruz Coastal Rail Trail project, also known as Segment 7 of the Monterey Bay Sanctuary Scenic Trail, to include an additional \$8,500 for a contract not to exceed \$23,000.

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## **BACKGROUND**

On March 7, 2016, the RTC entered into a contract with RRM Design Group to acquire Title Reports for parcels encroaching onto the Santa Cruz Branch Rail Line (ROW) for work to implement Segment 7 of the Monterey Bay Sanctuary Scenic Trail Network (MBSST). The rail trail forms the spine of the MBSST network. The City of Santa Cruz project, referred to as Segment 7 in the Master Plan, runs from Natural Bridges Drive to Pacific Avenue. RRM was also asked to stake the ROW line along Segment 7, provide survey exhibits, assist in the documentation of the encroachments, and prepare a Record of Survey for each of the encroachments along Segment 7.

## **DISCUSSION**

Survey work related to the City of Santa Cruz rail trail project is progressing on time. The original budget of \$14,500 is almost used up, and there is more work remaining. The work remaining includes completing the survey work, filing 3 Records of Survey with the County of Santa Cruz, and associated work to protect RTC's property rights in regards to six encroachments.

## **SUMMARY**

RRM has been working diligently to complete the survey work along rail right-of-way for the City of Santa Cruz Coastal Rail Trail project and will be completing the filing of 3 Records of Survey with the County of Santa Cruz. **Staff recommends that the Commission approve an increase to the RRM Design Group contact by \$8,500, not to exceed a total contract amount of \$23,000.** The attached resolution ([Attachment 1](#)) implements this compensation increase. There are adequate funds in the Commission's FY15-16 budget for this expense.

### Attachment:

1. Resolution

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of June 2, 2016  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND THE CONTRACT WITH  
RRM DESIGN GROUP  
TO INCREASE THE CONTRACT VALUE BY \$8,500

WHEREAS the Santa Cruz County Regional Transportation Commission (SCCRTC) entered into a contract on March 7, 2016 with RRM Design Group for Survey Work related to implementation of the City of Santa Cruz Coastal Rail Trail project (Segment 7 of the Monterey Bay Sanctuary Scenic Trail Network); and

WHEREAS the current contract amount was for a total of \$14,500 for FY15-16; and,

WHEREAS, the Santa Cruz County Regional Transportation Commission budgeted funds for the completion of the survey work to implement the City of Santa Cruz Coastal Rail Trail project in FY15-16 adequate to cover the consultant services cost;

BE IT RESOLVED BY THE Santa Cruz COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The Executive Director is authorized to execute a Contract Amendment with RRM Design Group to increase the current contract value by \$8,500 for a total amount not to exceed \$23,000;
2. The Executive Director is authorized to extend the term of the contract, negotiate, and execute amendments to the agreement provided that the amendments are within the intended scope and within the adopted RTC budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

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Don Lane, Chair

ATTEST:

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George Dondero, Secretary

Distribution:           RTC Fiscal  
                          Administrative Services Officer  
                          RTC Rail Trail Program Manager  
                          RRM Design Group

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AMENDMENT #1 TO AGREEMENT WITH RRM DESIGN GROUP

FOR THE MONTEREY BAY SANCTUARY SCENIC TRAIL NETWORK PROJECT SURVEY WORK

Effective June 2, 2016, the parties hereto agree to amend that certain Agreement dated March 7, 2016, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION (RTC) and RRM DESIGN GROUP (CONSULTANT), as follows:

- 1) Section 2 – COMPENSATION: Increase the project cost for time and materials by up to \$8,500, not to exceed a total of \$23,000 for survey work related to implementation of the City of Santa Cruz Coastal Rail Trail project (also known as Segment 7 of the Monterey Bay Sanctuary Scenic Trail Network).

All other provisions of said Agreement shall remain the same.

Dated: \_\_\_\_\_

1. CONTRACTOR:

By \_\_\_\_\_  
Mike Sherrod  
RRM Design Group

2. SANTA CRUZ COUNTY REGIONAL  
TRANSPORTATION COMMISSION

By \_\_\_\_\_  
George Dondero  
RTC Executive Director

3. APPROVED AS TO INSURANCE:

By \_\_\_\_\_  
Yesenia Parra  
Administrative Services Officer

4. APPROVED AS TO FORM:

By \_\_\_\_\_  
T. Brooke Miller  
County Counsel

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

**June 2016  
Through  
September 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/)

<b>Meeting Date</b>	<b>Meeting Day</b>	<b>Meeting Type</b>	<b>Meeting Time</b>	<b>Meeting Place</b>
6/2/16	Thursday	Regional Transportation Commission	9:00 am	City of Watsonville Council Chambers
6/6/16*	Monday	Bicycle Advisory Committee *Note meeting to be held one week early	6:00 pm	Commission Offices
6/9/16	Thursday	Budget & Administration/Personnel Committee	3:00 pm	CAO Conference Room
6/14/16	Tuesday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Commission Offices
6/16/16	Thursday	Transportation Policy Workshop	9:00 am	City of Santa Cruz Council Chambers
6/16/16	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
<b>THERE WILL BE NO MEETINGS IN JULY</b>				
8/4/16	Thursday	Regional Transportation Commission	9:00 am	City of Scotts Valley Council Chambers
8/8/16	Monday	Bicycle Advisory Committee	6:00 pm	Commission Offices
8/9/16	Tuesday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Commission Offices
8/11/16	Thursday	Budget & Administration/Personnel Committee	3:00 pm	CAO Conference Room
8/18/16	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
8/18/16	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
9/1/16	Thursday	Regional Transportation Commission	9:00 am	County Board of Supervisors Chambers
9/14/16	Wednesday	Safe on 17/Traffic Operations Systems	10:00 am	Commission Offices
9/15/16	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
9/15/16	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices

**RTC Commission Offices – 1523 Pacific Ave. – Santa Cruz, 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**  
**June 2, 2016**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
04/03/16	Email	I	KP 05/18/16			SCCRTC	Aaron	Lemas		Rail Trail
04/04/16	Email	I	KP 05/17/16			SCCRTC	Jake	Retz		Mountain Train
04/20/16	Email	I	KP 05/17/16			SCCRTC	Bruce	Korb		Gadfly Suggestions
04/22/16	Letter	I				SCCRTC	Kathleen	Tyger Wright		Santa Cruz Metro
04/22/16	Email	I	KP 05/17/16			SCCRTC	Joanne	McKinney		Safe Passage Corridors for Wild Animals
04/25/16	Email	I	KS 05/04/16			SCCRTC	Steve	Piercy		Request for Cost Estimates of Highway 1 Bike/Ped Bridges

**Correspondence Log**  
**June 2, 2016**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
04/28/16	Email	I	CJ 04/28/16 through 05/25/16			SCCRTC	Kathy	Keller	Trail Now	33 Identical Emails Rcv'd: "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. RTC Reply Email: "Thank you for your comments. Please note that 8 miles, one quarter of the rail line length, of rail trail projects are being designed now and will be constructed within the next 2 years. Keeping options open for future consideration of potential rail service does not preclude the trail project from moving forward, as is happening now. Keeping reliable transit and travel options open for the future is sound policy and paramount to providing mobility for all, regardless of ability or travel distance. Please read our Frequently Asked Questions for more information, community benefits, the ability to move the trail project forward while leaving rail and transit options open for the future, and for insight into the public process that led to the RTC's current policy. Your comments will be made available to the Commission for their review. Please visit the RTC website at <a href="http://www.sccrtc.org">www.sccrtc.org</a> for information on the Commission and its activities. Also, please indicate if you would like to be added to the RTC's rail trail e-news list.
04/28/16	Email	I	CJ 04/29/16			SCCRTC	Michael	Lavigne		Trail Now
04/29/16	Email	I	KP 05/05/16			SCCRTC	Rachel	Wooster		Transportation Investment Plan
05/01/16	Email	I	CJ 05/02/16			SCCRTC	Tammy	Pelstring		Trail Now
05/02/16	Letter	I		George	Dondero	SCCRTC	John	Hoole	Department of Transportation	Optional Regional Surface Transportation Program (RSTP) Federal Exchange Program for FY 2015/2015

**Correspondence Log**  
**June 2, 2016**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
05/02/16	Email	I	CJ 05/03/16			SCCRTC	Doug			Oil Tanker Car Storage on Rail Line
05/02/16	Email	I	CJ 05/03/16			SCCRTC	Brian	Peoples		Oil Tanker Car Storage on Rail Line
05/02/16	Email	I	CJ 05/03/16			SCCRTC	Randall	Nacamuli		Oil Tanker Car Storage on Rail Line
05/02/16	Email	I	CJ 05/03/16			SCCRTC	Carl	Casey		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/03/16			SCCRTC	Marcia	Barrett		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/03/16			SCCRTC	Glenn	Zimmermann		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/03/16			SCCRTC	Andrea	Miller		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	KP 05/18/16			SCCRTC	James	Barrett		Ballot Measure

**Correspondence Log**  
**June 2, 2016**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
05/03/16	Email	I	CJ 05/03/16			SCCRTC	Frank	DeBernardo		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/03/16			SCCRTC	Joe	Martinez		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/03/16			SCCRTC	Grace	Garrard		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/03/16			SCCRTC	Judith	Kinst		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/03/16			SCCRTC	Brian	Brunelli		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/03/16			SCCRTC	Cathy	Reinhard		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/03/16			SCCRTC	Ellen	Martinez		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/04/16			SCCRTC	Frank	DeBernardo		Oil Tanker Car Storage on Rail Line

**Correspondence Log**  
**June 2, 2016**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
05/03/16	Email	I	CJ 05/04/16			SCCRTC	Frank	Shinneman		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/04/16			SCCRTC	Doug	Quement		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/04/16			SCCRTC	Cynthia	Galt		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/04/16			SCCRTC	Karen	Gill		Oil Tanker Car Storage on Rail Line
05/03/16	Email	I	CJ 05/04/16			SCCRTC	Rose	Filicetti		Oil Tanker Car Storage on Rail Line
05/04/16	Letter	O				Encitra, Inc.	Karena	Pushnik	SCCRTC	Sustainable Transportation Prioritization Plan for Santa Cruz Co - Visualization Element
05/04/16	Letter	O		Joan	Chaplick	MIG	Karena	Pushnik	SCCRTC	Sustainable Transportation Prioritization Plan for Santa Cruz Co - Engagement and Visualization Element
05/04/16	Email	I	CJ 05/04/16			SCCRTC	Mike	Hale		Oil Tanker Car Storage on Rail Line

**Correspondence Log**  
**June 2, 2016**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
05/04/16	Email	I	CJ 05/04/16			SCCRTC	John	Farr		Oil Tanker Car Storage on Rail Line
05/04/16	Email	I	CJ 05/04/16			SCCRTC	Jean	Brocklebank		Santa Cruz Metro
05/04/16	Email	I	CJ 05/05/16			SCCRTC	Cherie	Bobbe		Highway One
05/04/16	Email	I	CJ 05/05/16			SCCRTC	Danielle			Oil Tanker Car Storage on Rail Line
05/05/16	Email	I	CJ 05/05/16			SCCRTC	Chris	Krohn		Ballot Initiative
05/05/16	Email	I	CJ 05/06/16			SCCRTC	Rick	Powers		Oil Tanker Car Storage on Rail Line
05/05/16	Email	I	CJ 05/06/16			SCCRTC	Michael	Parisi		Rail Trail
05/05/16	Email	I	CJ 05/06/16			SCCRTC	Jack	Brown		Rail Trail

**Correspondence Log**  
**June 2, 2016**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
05/05/16	Email	I	CJ 05/06/16			SCCRTC	Carl	Casey		Transportation Investment Plan
05/05/16	Email	I	CJ 05/06/16			SCCRTC	Barbara	Roettger		Transportation Investment Plan
05/06/16	Email	I	CJ 05/06/16			SCCRTC	Tim	Brattan		Transportation Investment Plan
05/06/16	Email	I		Luis	Mendez	SCCRTC	Bart	Coddington		Oil Tanker Car Storage on Rail Line
05/12/16	Invoice	O		Kelly	McClendon	Caltrans, District 5	Luis	Mendez	SCCRTC	Invoice #1 for the User Oriented Transit Travel Planning Funds
05/12/16	Invoice	O		Heidi	Borders	Caltrans, District 5	Luis	Mendez	SCCRTC	Invoice #2 for Federal Aid and Program Supplement No: N009
05/16/16	Email	I	KP 05/17/16			SCCRTC	Dan	Denevan		Commuter Train
05/16/16	Email	I	LM 05/17/16			SCCRTC	Brian	Peoples		Train on Tax Measure

**Correspondence Log**  
**June 2, 2016**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
05/17/16	Billing	O		Donn	Miyahara	Caltrans, District 5	Luis	Mendez	SCCRTC	Billing No: 1 for STIP Planning, Programming & Monitoring Funds
05/17/16	Invoice	O		Kelly	McClendon	Caltrans, District 5	Luis	Mendez	SCCRTC	Invoice #1 for the Sustainable Transportation Prioritization for Santa Cruz county Fund
05/17/16	Letter	I				SCCRTC	Amelia	Conlen	Bike Santa Cruz County	Support for Staff Recommendation on Item 5 of the May 19 Transportation Policy Workshop Agenda: Coastal Rail Trail
05/19/16	Letter	O		David	Metz	Fairbank, Maslin, Maulin, Metz, & Associates	Rachel	Moriconi	SCCRTC	2016 Transportation Funding Survey
05/19/16	Invoice	O		Reinie	Jones	Caltrans, District 5	Luis	Mendez	SCCRTC	Invoice #14 for Federal Funds No. 05-6149R and Program Supplement No: 05-6149-007-N
05/23/16	Letter	O		John	Hoole	Caltrans Division of Local Assistance	Rachel	Moriconi	SCCRTC	FY 2015/16 Optional RSTP Federal Exchange Program
05/23/16	Email	I	KP 05/23/16			SCCRTC	Robert	Burick		Oil Tanker Car Storage on Rail Line
05/24/16	Email	I	CJ 05/24/16			SCCRTC	Aaron	Lazenby		Rail Trail

S:\Correspondence Logs\correslogfy1516\1606.xlsx]Sheet1



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL [info@sccrtc.org](mailto:info@sccrtc.org)

May 12, 2016

Bob Alvarado, Chair  
California Transportation Commission  
1120 N Street, Mail Station 52  
Sacramento, CA 95814

RE: 2016 State Transportation Improvement Program (STIP)

Honorable California Transportation Commissioners:

At its May 5, 2016 meeting the Santa Cruz County Regional Transportation Commission (RTC) reviewed the California Transportation Commission (CTC) staff recommendations for the *2016 State Transportation Improvement Program (STIP)* and is **extremely concerned about the CTC's proposal for Santa Cruz County projects. The RTC board requests that the CTC not delete all the funds programmed for construction of the Highway 1/Harkins Slough Road Interchange project** and is very concerned about pushing projects in our region far into the future. In recognition that the California Transportation Commission (CTC) is facing unprecedented challenges during this fiscal crisis the RTC's *2016 Regional Transportation Improvement Program* (approved December 2015 and revised February 2016) proposed to delay over 80% of the STIP funds programmed in Santa Cruz County to later years – and shifted more than half of the region's projects (*\$12.4 million*) to the outer years of the STIP.

**The RTC board is concerned additional delays and the deletion proposed by CTC staff is disproportionately falling on projects in Santa Cruz County**, especially the economically disadvantaged farm community of Watsonville. The CTC staff recommendations would bring Santa Cruz County's total unprogrammed balance to \$9.4 million; more than double what might be our reasonable (as defined by your staff) share of 2016 STIP programming capacity (negative \$4 million).

As you finalize the 2016 STIP, we urge the CTC to ensure that there is county-level equity in the programming process by considering County Share balances and advances. State law establishes regional and interregional shares for STIP funds and we urge the CTC to consider shares when deciding which projects to delete or delay in the STIP. Santa Cruz County's SB45 county share is only 0.53% of the statewide total. However, the CTC staff recommendations would bring Santa Cruz County's total unprogrammed balance to \$9.4 million; more than double what might be our reasonable share of programming capacity (-\$4 million). The City of Watsonville has offered to increase its local share of the Highway 1/Harkins Slough Road projects cost by \$1.5 million, so that the region's total unprogrammed balance would be \$4 million.


**The Highway 1/Harkins Slough Road overcrossing** provides access to Pajaro Valley High School, Santa Cruz Land Trust property, several farms, the Westridge Business Park (where both

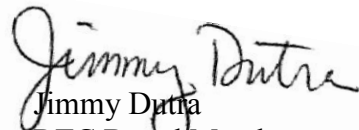
Driscoll Berries and West Marine have their headquarters), and South Green Valley commercial area. The existing bridge over Highway 1 is grossly inadequate, especially for bike and pedestrian safety. While resources are always short and needs are many, losing any allocation that supports Watsonville's economic health should be avoided. We spend a lot of time, effort, and resources identifying and planning projects, getting shovel ready, waiting in line, and then the funding gets reallocated, disappears, or delayed indefinitely. While hopes and dreams do come and go, many real needs of the community remain unmet and public faith in the process becomes eroded and compromised.

The RTC board recognizes that the drop in revenues is painful for everyone and is committed to work with the California Transportation Commission (CTC), its staff, our state legislators and our local community to raise the funds needed to operate and maintain our transportation system. RTC board members and our staff have met several times with Assemblymember Alejo, Assemblymember Stone, Senator Monning, and other state leaders to communicate our disappointment with shifting state priorities, insufficient gas taxes, and lack of action to resolve gas tax reductions. We also recognize that state revenues are unpredictable and unreliable and are working diligently with the community to place a local half-cent sales tax measure on the November 2016 ballot so that we are less dependent on state revenues to address our diverse transportation needs.

On behalf of the entire RTC board, thank you for your consideration.

Sincerely,

  
Don Lane  
RTC Chair  
City of Santa Cruz Councilmember

  
Jimmy Dutta  
RTC Board Member  
City of Watsonville Councilmember

cc: City of Watsonville  
Senator Monning, Assemblymember Alejo, Assemblymember Stone



May 25, 2016

The Honorable Lois Wolk, Chair  
Senate Budget Subcommittee #2  
State Capitol, Room 5019

The Honorable Richard Bloom, Chair  
Assembly Budget Subcommittee #3  
State Capitol, Room 6026  
Sacramento, CA 95814

Dear Chairs Wolk and Bloom:

We represent the local agencies that work in partnership with Caltrans and the California Highway Patrol (CHP) to operate Freeway Service Patrol (FSP) programs throughout the state. We respectfully request your support of Assemblywoman Melendez's request for a \$6.3 million augmentation of this cost-effective program in the FY 2016/17 budget (Caltrans Local Assistance Budget Item #2660-101-0042).

As background, FSP has been in existence since 1991 – first as a pilot program in Los Angeles and then as a successful statewide initiative since 1992. FSP is California's most successful congestion management solution to quell non-recurrent freeway delays caused by minor accidents, stalled vehicles, and stray debris that can wreak havoc on California drivers. Every year, FSP programs assist over 600,000 motorists. FSP also results in measurable improvements to highway safety and reductions in mobile source emissions caused by increased highway congestion.

FSP constitutes only one percent of the total Caltrans Local Assistance budget (\$25.5 million). Yet, funding for this highly visible, popular program has remained flat since the FY 2006/07 budget. In the intervening decade, our agencies have increased service levels and committed a greater share of our local funds to keep pace with growing congestion throughout the state, as well as rising operational costs. Without an augmentation of state funding, our agencies will be placed in the difficult position of reducing service or delaying addition of new service where it is greatly needed, to the detriment of the operation of the state highway system, its users, and the environment.

This modest request, accompanied by Budget Trailer Bill Language that provides for CHP and Caltrans program support, will have a multiplier effect given that state dollars must be matched by locals and a minimum three to one benefit/cost ratio must be achieved for each program throughout the state. During a time of increasing

congestion and major reductions in state transportation revenue from the automatic variable rate gas tax, this modest increase in FSP funding gives the legislature an opportunity to provide cost-effective congestion relief.

Thank you in advance for your support of this valuable program.

Please contact Mark Watts at (916) 446-5508 or [mwatts@swmconsult.com](mailto:mwatts@swmconsult.com) if you have questions or for more information on the myriad benefits of FSP or details behind this request.

Sincerely,



SHARON SCHERZINGER  
Executive Director  
El Dorado County Transportation Commission



PHILLIP WASHINGTON  
Executive Director  
Los Angeles County Metropolitan Transportation Authority



STEVE HEMINGER  
Executive Director  
Metropolitan Transportation Commission



DARRELL JOHNSON  
Executive Director  
Orange County Transportation Authority



ANNE MAYER  
Executive Director  
Riverside County Transportation Commission



JEFFERY SPENCER  
Executive Director  
Sacramento Transportation Authority



RAY WOLFE  
Executive Director  
San Bernardino Associated Governments



GEORGE DONDERO  
Executive Director  
Santa Cruz County Regional  
Transportation Commission

- c:     The Honorable Mark Leno, Chair, Senate Budget & Fiscal Review Committee  
       The Honorable Jim Nielsen, Vice Chair, Senate Budget & Fiscal Review Committee  
       The Honorable Phil Ting, Chair, Assembly Budget Committee  
       The Honorable Jay Obernolte, Vice Chair, Assembly Budget Committee  
       Secretary Brian Kelly, California State Transportation Agency  
       Director Malcolm Dougherty, Caltrans  
       Commissioner Joe Farrow, California Highway Patrol

**From:** Aaron Lemas  
**Sent:** Sunday, April 03, 2016 8:23 PM  
**To:** Regional Transportation Commission  
**Subject:** Rail-Trail Questions

Hi Ginger,

My name is Aaron Lemas, and I am a curious Santa Cruz community member and President of the Cabrillo Sustainability Council. I have been following the improvements planning to be made to sustainable public transportation and had a couple questions:

What are the multimodal transportation modeling tools that the RTC is developing?

***The RTC hired Fehr & Peers to develop a 4-step travel demand model for Santa Cruz County (SCCModel) using the TransCAD platform and a stand-alone transit model that takes into consideration additional amenities that the 4-step model cannot consider. AMBAG developed a stand-alone bike model that will be incorporated into the suite of modeling tools for Santa Cruz County.***

What variables will the modeling tools take into account?

***The SCCModel uses many different variables throughout the 4-steps. There will be a technical model documentation and a user's guide once the project is finalized. The main pieces of data that is input into the model is the land use data broken up into 716 transportation analysis zones and the roadway network data. Land use includes population, households, number of workers in households, number of employers categorized by different types of employment, age of population, number of hholds per each income level, autos per worker, etc. The roadway network file considers the functional classification of the roadway, capacity, the speed limit, the number of lanes, length of segment etc.. There are over 11,000 roadway segments in the model. The model also uses the results of the 2011-2012 California Household Survey Data to determine the trip rates associated with the demographics of the population.***

Will the county vote on the use of the profit made by the tax proposal before an effective study is completed on sustainable transportation options? ***The Regional Transportation Commission included sustainability evaluation metrics to prioritize transportation projects in the long range Regional Transportation Plan (RTP), finalized in June 2014. Please see Chapter 2 for the sustainability goals, policies and targets, and Chapter 7 for the system performance to reach the targets. The projects included in the 2016 Transportation Improvement Plan were derived from the priority projects included in the RTP and the direction to pursue local funding was also an approved directive based on the RTP. The 2016 Transportation Improvement Plan will become a ballot measure when the RTC and County Board of Supervisors take action in June. The ballot measure will be on the November 2016 ballot. The plan calls for safety and efficiency improvements for motorists, cyclists and pedestrians. The plan has received support from a broad range of entities, such as environmental leader Ecology Action, major employers Dignity Health and Plantronics, and worker advocate leader Monterey Bay Central Labor Council. The list is growing daily; here is the current list of supporters.***

Does the RTC, Caltrans, or the County of Santa Cruz Planning Department aim to reach out to students to inquire about their transportation needs? ***Yes, the RTC regularly reaches out to the community to better understand their transportation needs through surveys, invitations to participate in stakeholder discussions, through social media and via public meetings. Your email was added to the distribution list to receive notices about input and collaboration opportunities.***

***When is the next public meeting about this issue? A series of stakeholder meetings will be held to share information about the Transportation Improvement Plan on 5/19, 5/25***

***and 5/26 in various locations. Please let me know if you are interested in attending. In addition, all of the RTC board meetings are public. Please check the RTC website for a calendar of events.***

Thanks for your time,  
Aaron Lemas

---

05/18/16

Hello Aaron Lemas –

Your email about modeling, the Transportation Improvement Plan and public engagement was received and will be made available to the Regional Transportation Commission for their consideration.

Responses to your questions are shown below in ***red***.  
We look forward to working with you to encourage engagement/involvement by more Cabrillo students, faculty and staff.

Thank you for your thoughtful questions and for your work on the Cabrillo Sustainability Council.

.....



***Karena Pushnik***, Senior Planner/Public Information Coordinator  
**Santa Cruz County Regional Transportation Commission**

Santa Cruz Office (main) 831.460.3210  
1523 Pacific Avenue | Santa Cruz, CA 95060



***Follow our social networks for the latest RTC news***

**From:** Admin  
**Sent:** Monday, April 04, 2016 8:39 AM  
**To:** Regional Transportation Commission  
**Subject:** New submission from Contact Form

**Name**

Jake Retz

**Subject**

Mountain Train

**Your Message**

Hello,

As a former candidate for county supervisor and a citizen active in pursuing solutions for local issues, I'm very curious about ideas to alleviate the traffic in our county. I'm very curious about the old railroad line going over the hill until it was shut down in 1940. The idea that I and others have had is to open it up again to relieve traffic on Hwy 17. I don't know whether or not that would actually be a good idea, so I'm trying to find whatever information has already been gathered. Has a cost-benefit analysis been done on this idea, or even just a rough estimate of cost? I know it would at least involve opening and renovating the old tunnels, purchasing back all the right-of-way land, and reconstruction of the line itself. Also I'm wondering, has a geological survey been done? What about an environmental impact report?

---

05/17/16

Hello Jake Retz –

Your email regarding rail over the Highway 17 corridor was received and will be made available to the Regional Transportation Commission board for their consideration.

As you may know, a large storm in 1940 closed the over-the-hill train route of the Suntan Special trail service. That same year, the line was abandoned and the Suntan Special service resumed traveling around-the-hill through Pajaro and Watsonville. Currently the train tracks over the hill are no longer continuous and many sections have reverted to private property. The RTC analyzed this route a decade or so ago and found it unfeasible, primarily due to costs.

However, two new train services include a stop at the station at Pajaro station just over the county line. One is an extension of the Capital Corridor service between Sacramento and San Jose to Salinas. This service could be used by business or leisure travel. In addition, a new Amtrak service called the Coast Daylight is planned between Los Angeles and San Francisco with a stop at Pajaro.

The challenge is to address existing travel and plan for future mobility needs with dwindling revenues. Based on a lengthy development and community engagement process, the Regional Transportation Commission has approved a Transportation Improvement Plan (TRIP) and this summer will consider placing it on the November 2016 ballot. Included are transportation projects ranging from maintaining the existing transportation infrastructure network to safety projects to planning for mobility in the next decade. For more information, please visit the TRIP webpage: [sccrtc.org/move](http://sccrtc.org/move).

Thank you.



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



**Follow our social networks for the latest RTC news**

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

From: Bruce Korb

Sent: Wednesday, April 20, 2016 3:01 PM

To: Regional Transportation Commission

Subject: Gadfly Suggestions

``and the Highway 17 Wildlife Undercrossing to improve safety for wildlife and motorists."

Please consider paving them and using a one-way traffic light so that passenger cars can use them one-at-a-time.

e.g. put one at Laurel curve allowing locals to avoid long drives to turnarounds.

A 10 foot diameter culvert with a patch of asphalt in the bottom, for example.

(I'm not a structural engineer, so there could be issues....)

``Rail Corridor –Funding for property management, repair and [cetera]"

Glad to see that last. As long as the per trip economic cost is crazy expensive, minimize investment and encourage development that will (in the future) make some form of rail more attractive. Who knows. Maybe they will fix the stability issues with the Hi-Rail busses and make the rail corridor more feasible. :)

---

05/17/16

Hello Bruce Korb –

Good to hear from you!

1. Highway 17 – Caltrans is currently conducting a Corridor Access analysis to look at all the crossings, driveways, etc along Highway 17 in a more comprehensive way. Here's a link to the project fact sheet: [http://www.ca-hwy17amp.org/files/managed/Document/61/17project\\_factsheet\\_1-28-2016.pdf](http://www.ca-hwy17amp.org/files/managed/Document/61/17project_factsheet_1-28-2016.pdf) . Here's the website and email, if you'd like to contact Caltrans: [Info@CA-Hwy17amp.org](mailto:Info@CA-Hwy17amp.org) or [www.CA-Hwy17amp.org](http://www.CA-Hwy17amp.org)
2. Highway 17 Wildlife Crossing – Please visit the Land Trust website for more information about this project to improve safety for both wildlife and motorists.
3. Rail Transit – yes, this may be a long term transportation option for a community like ours with physical constraints such as the Pacific Ocean. The intent is to preserve the long term option.

Thank you for your comments.



**Karena Pushnik**, Senior Planner/Public Information Coordinator

**Santa Cruz County Regional Transportation Commission**

Santa Cruz Office (main) 831.460.3210

1523 Pacific Avenue | Santa Cruz, CA 95060



***Follow our social networks for the latest RTC news***

**From:** joanne mckinney  
**Sent:** Friday, April 22, 2016 6:51 AM  
**To:** Regional Transportation Commission  
**Subject:** Safe passage corridors for wild animals?

Thank you for your communication and improvement plans.  
My question is the above. Are you addressing the problem that our busy roads pose for large (and small) wild animals on Hwy 17 and the need for a safe corridor there? Maybe in other areas too?  
Thank you.  
Joanne McKinney

---

05/17/16

Hello Joanne McKinney –  
Yes, the 2016 Transportation Improvement Plan includes partner funding with the Land Trust for a wildlife crossing under Highway 17. This project addresses both the safety of wildlife and motorists, a win-win! Please see the Land Trust website for more information about the Wildlife Crossing at Laurel Curve on Highway 17.

For more information about the 2016 Transportation Improvement Plan, please visit: [www.sccrtc.org/move](http://www.sccrtc.org/move)  
Thank you for your comments.



**Karena Pushnik**, Senior Planner/Public Information Coordinator  
**Santa Cruz County Regional Transportation Commission**

Santa Cruz Office (main) 831.460.3210  
1523 Pacific Avenue | Santa Cruz, CA 95060



***Follow our social networks for the latest RTC news***

**From:** Michael Lavigne  
**Sent:** Thursday, April 28, 2016 4:51 PM  
**To:** ebottorff [REDACTED]; [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Trail Now - Michael Lavigne

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 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 separate 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,  
Michael Lavigne

---

On Fri, Apr 29, 2016 at 9:52 AM, <[info@sccrtc.org](mailto:info@sccrtc.org)> wrote:

Dear Mr. Lavigne,

Thank you for your comments. Please note that 8 miles, one quarter of the rail line length, of rail trail projects are being designed now and will be constructed within the next 2 years. Keeping options open for future consideration of potential rail service does not preclude the trail project from moving forward, as is happening now. Keeping reliable transit and travel options open for the future is sound policy and paramount to providing mobility for all, regardless of ability or travel distance.

Please read our [Frequently Asked Questions](#) for more information, community benefits, the ability to move the trail project forward while leaving rail and transit options open for the future, and for insight into the public process that led to the RTC's current policy.

Your comments will be made available to the Commission for their review. Please visit the RTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities. Also, please indicate if you would like to be added to the RTC's rail trail e-news list.

Thank you,



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator  
**Santa Cruz County Regional Transportation Commission**  
1523 Pacific Avenue | Santa Cruz, CA 95060



Main Office [831.460.3200](tel:831.460.3200) | Watsonville [831.460.3205](tel:831.460.3205)  
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---

**From:** Michael Lavigne  
**On Behalf Of** Michael Lavigne  
**Sent:** Friday, April 29, 2016 10:19 AM  
**To:** [info@scrtc.org](mailto:info@scrtc.org)  
**Subject:** Re: Trail Now - Michael Lavigne

Passenger train service in a small, relatively low population County like Santa Cruz County makes ZERO sense, and will be enormously expensive. The proposed diesel electric trains and the upgrades of tracks for faster train service zipping through the heart of the corridor among dense neighborhoods and very narrow sections of track from Santa Cruz to Aptos is ludicrous--it is abundantly clear that we do not have adequate right of way space for a train and trail to safely coexist. This is especially evident on the narrow, more densely populated coastal neighborhoods between Santa Cruz and Aptos/La Selva. In that section alone there are enormous expenses associated with cut and fill areas, retaining walls that will be needed, trestles, bridges, street crossings etc. There is not adequate space for parking, there is no infrastructure in place for stations, and there is not reliable connecting transport feeder systems when riders get off the train to get them to area employers and high-use destinations.

And as I understand it ridership (under the most optimistic assumptions) is therefore only projected at 1375 one way trips or 2750 round trips daily, growing only to 3400 round trips over 20 years. That is nowhere near enough ridership to even begin to cover operating costs of a passenger train service, let alone the huge capital investments necessary before the trains can even think about beginning to operate.

The wise course of action is to return the \$11M to the state that was accepted for purchasing the railroad tracks conditioned on passenger train service, and instead focus money and staff time on developing a world class trail like they have in Pacific Grove and Monterey--it is a perfect local example, is very analogous to our topography and population density, will be far less expensive than a train and trail combo, and can be implemented far more quickly at lower costs. And, like the train in PG and Monterey, is likely to be immensely popular and achieve far greater rates of utilization on a daily basis.

The citizens of PG and Monterey rejected passenger train service and opted instead for a world-class trail for similar reasons as I and many others have outlined---we need to do the same in Santa Cruz County.

Every public official affiliated with the RTC or supporting their efforts to build a train and a trail as a package deal needs to think about what they are proposing far more carefully than the process that has been followed so far.

In Capitola alone, the overwhelming input of local citizens in the recent VisionCapitola public meetings (the number #1 most numerous public input) was that we do NOT WANT A TRAIN. Citizens want efforts and money focused on a TRAIL, NOT A TRAIN.

Public employees at the RTC (and public officials who support the RTC's efforts to develop a costly train alongside a trail) need to stop wasting public resources on a transportation folly which is based on noisy, stinky and tremendously expensive 19th century modes of transportation. Passenger train service will do nothing to relieve Highway 1 traffic congestion, and will be an incredibly expensive albatross for local taxpayers for decades to follow.

**Michael Lavigne, Broker/Realtor**  
**Michael Lavigne Real Estate Services/MLRES & Associates Inc.**

---

**From:** Rachel Wooster  
**Sent:** Friday, April 29, 2016 4:49 AM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Questions ~ Local Transportation Investment Plan

My name is Rachel Wooster, and I am a reporter with Santa Cruz Mountain Bulletin. We cover the San Lorenzo Valley, Bonny Doon, Davenport, and Scotts Valley.

I am currently writing an article about the proposed bus service cuts. What is of concern to many people is if there is less bus services, there will be more people walking along Highway 9. Which already happens, and is very dangerous for those walking and driving Highway 9.

In your current proposal, you have Highway 9 slated for Neighborhood Projects.

<http://sccrtc.org/funding-planning/local-transportation-improvement-plan/>

On your fact sheet, you have Highway 9 slated safety improvements in the San Lorenzo Valley.

<http://sccrtc.org/wp-content/uploads/2016/04/TRIP-General-Fact-Sheet.pdf>

Can you please give me more details on what these proposed Neighborhood Projects and safety improvements would be? Location of projects, amount of money to be spent, and time frame?

Sincerely,  
Rachel Wooster  
Reporter & Blogger  
for Santa Cruz Mountain Bulletin  
a monthly print paper & news blog  
<2015-10-29\_Highway-9-Support-Letter.pdf>

---

**From:** Karena Pushnik  
**Sent:** Thursday, May 05, 2016 2:27 PM  
**To:** [REDACTED]  
**Subject:** FW: Questions ~ Local Transportation Investment Plan

Rachel Wooster @ Santa Cruz Mountain Bulletin –

Thank you for your email requesting more information about the Highway 9 projects included in 2016 Transportation Improvement Plan. The SLV/Highway 9 Corridor Improvements line item in the Transportation Improvement Plan includes \$10 million. These funds would not only help build projects, but could also be used as a match to secure additional funds for the corridor, providing a very significant “multiplier effect.”

A number of corridor improvement projects have been identified throughout the county. These were the basis of the Caltrans Planning Grant submitted earlier this year (*thank you for your support letter!*). We should hear about the status of the Caltrans Planning Grant any day now.

A community planning process would take place to identify priority projects based on funds available to address Highway 9 corridor needs. In advance of that process, and

based on planning work done with the community in prior years, here are some example of the kinds of projects that could potentially move forward:

- o Improvement related to safe access to schools on Highway 9, a particularly high priority for the community.
- o Intersection improvements, signals, roundabouts and more.
- o Street improvements focused on safety, mobility, and accessibility for all users, including:
  - § Bicycle lanes, paths and/or signage;
  - § Accessible pedestrian crosswalks and sidewalks, as well as facilities that increase visibility, such as lighting and flashing pedestrian beacons;
  - § Improved access to bus stops and bus service.
- o Streetscapes – including street furniture, lighting and plantings.
- o Parking.
- o Drainage, source control, and utility improvements, including “Green Street” improvements.
- o Projects that minimize climate change impacts, especially as severe storms and wildfires pose significant safety and security risks to residents and businesses.
- o Projects that serve mobility needs of low income residents and other transportation disadvantaged individuals.

Also, the 2016 Transportation Improvement Plan includes an additional \$2.2 million per year for the METRO Transit District to protect transportation serving the most vulnerable, especially including seniors, those with disabilities and veterans.

Please let us know if you have additional questions.

.....



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



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**From:** Tammy Pelstring  
**Sent:** Sunday, May 01, 2016 10:40 AM  
**To:** [ryan.coonerty@santacruzcounty.us](mailto:ryan.coonerty@santacruzcounty.us); [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Trail Now - Tammy Pelstring

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 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 separate 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,  
Tammy Pelstring

---

On Mon, May 2, 2016 at 10:47 AM, <[info@sccrtc.org](mailto:info@sccrtc.org)> wrote:

Dear Ms. Pelstring,

Thank you for your comments. Please note that 8 miles, one quarter of the rail line length, of rail trail projects are being designed now and will be constructed within the next 2 years. Keeping options open for future consideration of potential rail service does not preclude the trail project from moving forward, as is happening now. Keeping reliable transit and travel options open for the future is sound policy and paramount to providing mobility for all, regardless of ability or travel distance.

Please read our [Frequently Asked Questions](#) for more information, community benefits, the ability to move the trail project forward while leaving rail and transit options open for the future, and for insight into the public process that led to the RTC's current policy.

Your comments will be made available to the Commission for their review. Please visit the RTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities. Also, please indicate if you would like to be added to the RTC's rail trail e-news list.

Thank you,



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator  
**Santa Cruz County Regional Transportation Commission**  
1523 Pacific Avenue | Santa Cruz, CA 95060



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**From:** Tammy Pelstring  
**Sent:** Wednesday, May 04, 2016 1:34 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Re: Trail Now - Tammy Pelstring

Thanks for your reply. I am originally from Clovis and they turned their rail lines into a bike/pedestrian path. The impact that it has had on the health of the community is extremely impressive. So many people use the trail to get out and exercise.

I do see the appeal of possibly using the tracks for a cross-town trolley/train service. Could go a ways in alleviating traffic.

Tammy Pelstring

---

Dear Ms. Pelstring,

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

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you,

.....



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator  
**Santa Cruz County Regional Transportation Commission**  
1523 Pacific Avenue | Santa Cruz, CA 95060



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***Follow our social networks for the latest RTC news***

**From:** James Barrett  
**Sent:** Tuesday, May 03, 2016 8:44 AM  
**To:** Regional Transportation Commission  
**Subject:** ballot measure(s)

We would really like to see individual ballot measures, not bundled. How else can we know how people want their tax dollars spent, and what is really important to them. We are inclined to vote no on any bundled items on the ballot, as we did before. Is this possible?

Thanks, James Barrett

---

05/18/16

James Barrett –

Your email was received and will be made available to the Regional Transportation Commission for their consideration.

Over the decades, the RTC and other entities have polled likely voters about their interests in transportation projects. The best chance of success, given the requirements for these measures to pass with a 2/3 supermajority, is to combine transportation projects into a package attractive to broad, diverse groups in the county. While everyone does not love 100% of the projects, most people really like 75-80% and are willing to accept the whole package understanding that there are different needs and interests. The 2016 Transportation Improvement Plan includes an inclusive set of transportation projects to meet the needs of our county regardless of age, income, ability or location. In addition, the measure will include independent oversight and auditing to ensure the funds are expended as directed by the voters. Due to the sharp decrease in gas tax revenues from more fuel efficient vehicles, funding from state and federal sources is decreasing and becoming more unreliable. Joining the other 80% of Californians living in counties that have become transportation “self help” counties will provide Santa Cruz County with funding that cannot be taken by the state, that can be used to accelerate projects and can be used as a multiplier match to secure outside funding.

For more information about the plan and to view the growing list of supporters, please visit: [www.sccrtc.org/move](http://www.sccrtc.org/move)

Here is the summary from the most recent public poll conducted by private interests, see this link: <http://www.sccrtc.org/wp-content/uploads/2010/09/220-4111-Santa-Cruz-County-Transportation-Survey-Results-5-21-Presentation-D2.pdf> . As shown in slide 22, each transportation project category is strongly the first priority for different groups.

Thank you.



**Karena Pushnik**, Senior Planner/Public Information Coordinator  
**Santa Cruz County Regional Transportation Commission**  
Santa Cruz Office (main) 831.460.3210  
1523 Pacific Avenue | Santa Cruz, CA 95060  
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-----Original Message-----  
From: Jean Brocklebank  
Sent: Wednesday, May 04, 2016 8:23 PM  
To: [info@sccrtc.org](mailto:info@sccrtc.org)  
Subject: Fund Metro Not Highway 1

Dear Commissioners ~

I will gladly vote for a transportation sales tax that uses the first 12 years of income for only two purposes:

The Meat and Potatoes Initiative

1. Fix existing infrastructure (proving that maintenance can be sustained).
2. Fund the Metro and make the bus the priority use of money for mechanized travel.

Then, after this is a proven winner, and people are happy with maintained roadways (including bike lanes) and sidewalks, return with a 20 year extension of the sales tax and maybe even add another 1/4% to it. I'll bet it will pass, once people know they can count on the money being spent on maintenance and a functioning bus system. That will be the time to then spend money on additional infrastructure (Rail Trail).

Sincerely,  
Jean Brocklebank  
Santa Cruz, CA 95062

---

Dear Ms. Brocklebank,

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

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you,

.....

Cathy Judd, Administrative Assistant, Art Exhibit Coordinator

Santa Cruz County Regional Transportation Commission

1523 Pacific Avenue | Santa Cruz, CA 95060

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**From:** Cherie Bobbe  
**Sent:** Wednesday, May 04, 2016 9:50 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Widening Highway One

Dear Capitola Council Members,

I am unable to attend your Council meeting tomorrow.

You are all aware that the Draft EIR made it crystal clear that widening Highway 1 would do very little to ease our terrible traffic. I personally have always thought that. But, it is nice to have it in writing by the experts. Basically, if you build it, they will fill it. The same principle applies to jails. If you build a jail, the jail will be filled to capacity.

The construction of the widening will no doubt be 2 years. Imagine that, if you will. And in 2 years time, there will just be more drivers to fill up these brand new lanes. Widening the highway does make mathematical or economic sense. The sad irony is that our public transit system is on life-support. We should be putting our tax revenues towards alternatives and mass transit. Your grandchildren and great grandchildren will thank you for not falling for the fantasy that more lanes will equal less congestion.

Thank you for your time,  
Cherie Bobbe

Cherie Bobbe Landscape Design  
Aptos, CA 95001

---

Dear Ms. Bobbe,

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

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you,

.....



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator  
**Santa Cruz County Regional Transportation Commission**  
1523 Pacific Avenue | Santa Cruz, CA 95060



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**From:** Chris Krohn  
**Sent:** Thursday, May 05, 2016 8:56 AM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Ballot initiative

Dear Regional Transportation Commission members,

With respect to the proposed November ballot initiative, I urge you to go back to the drawing board and design a sales tax initiative that puts more of the money into transit projects and not widening the highway. The bus system may cut routes as you know— they can use additional funding, a real electric bike program should be offered (5000 e-bikes) and improved bike lane protection and paving could also be included in any ballot initiative. Taking people off the highway by offering alternatives and thus allowing access to those who have to drive should be the goal of any sales tax measure.

With great respect for the decisions before you and your service to this community,

Chris Krohn

---

**Internship Director**  
**Dept. of Environmental Studies**  
**University of California, Santa Cruz**  
**[envs.ucsc.edu/internships/](http://envs.ucsc.edu/internships/)**

---

Dear Mr. Krohn,

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

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you,



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator  
**Santa Cruz County Regional Transportation Commission**  
1523 Pacific Avenue | Santa Cruz, CA 95060



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**From:** Michael Parisi  
**Sent:** Thursday, May 05, 2016 2:34 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**

Michael Parisi

**Subject**

Remove funding for the train

**Your Message**

Hello,

I wish I could be as supportive of the train as I used to be. From where I stand today, and on into the foreseeable future, I don't think any money should be allocated to the train until both a rail trail AND a trail only option are thoroughly explored. At that point, with all information clearly laid out and readily available, we should re-engage in the discussion.

Thank you,  
Michael Parisi

---

Dear Mr. Parisi,

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

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you,

.....



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator  
**Santa Cruz County Regional Transportation Commission**

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**From:** Jack Brown  
**Sent:** Thursday, May 05, 2016 7:49 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**

Jack Brown

**Subject**

Rail and Trail

**Your Message**

Please remove funding for the train from the 2016 Tax Measure. The train is an antiquated, expensive, noisy and unsafe option for solving our transportation and commuting issues. We need to work to bring the jobs where the people live, not add another expensive project that very few people will ride. A trail only solution is a safe and effective use of the corridor. Self-driving vehicles are only a couple of years away and perfectly suited for our demographic and geographic region. As a county resident, I implore you to please stop spending our money on antiquated technology.

---

Dear Mr. Brown,

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

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you,

.....



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator  
**Santa Cruz County Regional Transportation Commission**  
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***Follow our social networks for the latest RTC news***

**From:** Carl Casey  
**Sent:** Thursday, May 05, 2016 9:10 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**

carl casey

**cSubject**

removing funding for the train

**Your Message**

removing funding for the train from the proposed tax measure, and I'll vote for it. let's turn this rail bed into a world class walking trail.

---

Dear Mr. Casey,

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

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you,

.....



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator  
**Santa Cruz County Regional Transportation Commission**  
1523 Pacific Avenue | Santa Cruz, CA 95060  
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***Follow our social networks for the latest RTC news***

**From:** Barbara Roettger  
**Sent:** Thursday, May 05, 2016 11:16 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**

Barbara Roettger

**Subject**

Forget the train!

**Your Message**

To whom it may concern,  
Why can't we just convert the rail line into a world-class trail? A trail would be more of a touristic destination than an expensive tourist train. Is it that \$11 million that were putting all this effort for a train? It just seems like there's study after study that has nothing to do with the feasibility of a trail and it's all focused on a stupid train. More taxes, \$68 million, and still no train for 10 years? This is absurd. In the meantime, let's take the rails up and put in a trail. I have been on the Highline in New York City the new elevated trail in Chicago, and other rail trails around the United States. It would be so awesome to have a trail from Davenport that connects all away to Monterey.  
In 10 years there will be self driving electric buses and cars and there will be no need for a rail. Especially a rail that doesn't go to town centers. I've been on the rail line and there is no way there can be trail and a train, unless you want to cut down all of the trees that give it such beauty. Let's put our energy and money towards a trail in the meantime.

Sincerely, Barbara Roettger

---

Dear Ms. Roettger,

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

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you,

.....



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator  
**Santa Cruz County Regional Transportation Commission**

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**Follow our social networks for the latest RTC news**

**From:** Tim Brattan  
**Sent:** Friday, May 06, 2016 7:08 AM  
**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**

Tim Brattan

**Subject**

Transportation measure

**Your Message**

I will only vote to support this critical measure if the funds currently designated to the tourist train are removed from the measure.

Tim Brattan  
Santa Cruz

---

Dear Mr. Brattan,

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

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you,

.....



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator  
**Santa Cruz County Regional Transportation Commission**  
1523 Pacific Avenue | Santa Cruz, CA 95060  
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-----Original Message-----

From: Bart Coddington [REDACTED]  
Sent: Friday, May 06, 2016 2:29 PM  
To: 'Howard Cohen'; Luis Mendez  
Subject: letter to editor

Hi Luis and Howard,  
I just submitted this letter to the editor.  
Bart

What a great opportunity for the RTC to earn some easy money while the line is not being used. Remember that these cars are EMPTY.

When they are moved, it will be at the RTC's mandated speed of 10 or 15 MPH. So in spite of scare tactics of Trail Now, no fiery crashes are going to happen. Most of the time the cars will just be sitting.

The prior rail line operator stored cars all along the line and nobody had any issues that I recall. Nobody had any issues when the cement plant was operating and rail cars were stored on the switching tracks along Hwy 1. This area could store many cars.

My only concern is why the RTC wants to cut back on the number of cars and the amount of money it would take in.

**From:** Contact Request Form [<mailto:admin@sccrtc.org>]  
**Sent:** Monday, May 16, 2016 4:17 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** New submission from Contact Form

**Name**

Dan Denevan

**Subject**

commuter train

**Your Message**

Can you tell me the cities in the U.S. that are the model for the proposed commuter train in Santa Cruz? Where a city the size of Santa Cruz links to smaller cities less than 10 miles away?

Thanks, Dan

---

05/17/16

Dan Denevan –

Your email requesting information about comparable rail systems was received and will be made available for consideration by the Regional Transportation Commission.

Regarding your question, please see Chapter 2 Rail System Options in the [Rail Transit Feasibility Study](#) finalized in December 2015. Section 2.3 discusses comparable rail systems. In addition, Appendix I has additional information about Example Rail Systems in the U.S. The Rail Transit Feasibility Study is available on the RTC website and hard copies are at the main libraries.

Thank you for your interest.



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



***Follow our social networks for the latest RTC news***

**From:** Aaron Lazenby  
**Sent:** Tuesday, May 24, 2016 11:01 AM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** Give Trail a Chance

Members of the RTC,

During times of heavy traffic, it can take as long as 45mins to drive the eight miles between my home in Aptos and downtown Santa Cruz.

I grew up in the greater Los Angeles area and lived for 15 years in New York and San Francisco. So I know how to live with traffic.

But Santa Cruz is supposed to be different. Our lifestyle is unique. Our politics are progressive. We have different priorities. We are rational, creative thinkers.

That's why I cannot understand why a rail + trail solution is even being considered. It would negatively impact anyone who lives near the rail corridor. It lacks a sound economic model. It prioritizes the desires of a few business owners over the good of the people of the county.

As an alternative, light rail would be great. But I understand that the cost of replacing the rails is prohibitive. So...

Please give the much cheaper, trail-only option a chance. On a bike, I will be able to get to downtown Santa Cruz faster than in a car. And I will be able to walk to the new Aptos Village development without having to creep across a two-lane bridge, crammed with traffic.

A trail-only transit corridor would connect north and south county in a way that is desperately needed.

Thank you,  
Aaron Lazenby  
Aptos, CA

---

Dear Mr. Lazenby,

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

Please visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you,

.....



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator  
**Santa Cruz County Regional Transportation Commission**

1523 Pacific Avenue | Santa Cruz, CA 95060

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Attached is one of 33 emails received from *Trail Now* with identical messages and responses as the wording in the email included here from Darius W. Johnson.

The 33 emails were received from April 28, 2016 through May 25, 2016.

**Trail Now** emails received from:

Darius W. Johnson	Brian Smith	Doug Lang
Jack Carroll	Kathy Keller	Kirk Lingenfelter
Michael Lavigne	Nancy H Maynard	Sally Kaye
Tammy Pelstring	Guy Tiphane	Joann Martindale
Barbara Woolery Temsamani	Arleen Pietrzak	Jonathan Nickel
Haley Patricia Poe	Caroline Stouffer	Shane Bell
Carol Nelson	Terri Levine	Jason Pastewski
Gregory Andrew Heichel	Scott Newland	Katrina Lake
Rebecca Jot	Dolores Takemoto	Larry Tekemoto
Noreen Mahoney	Pamela Matias	Glenn Smith
Anthony Contreras	Gary Nickerson	Rebecca Casas

**From:** Darius W. Johnson

**Sent:** Wednesday, April 27, 2016 2:59 PM

**To:** [dlane@cityofsantacruz.com](mailto:dlane@cityofsantacruz.com); [info@scrtc.org](mailto:info@scrtc.org)

**Subject:** Trail Now - Darius W. Johnson

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 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 separate 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,  
Darius W. Johnson

---

Dear Darius W. Johnson,

Thank you for your comments. Please note that 8 miles, one quarter of the rail line length, of rail trail projects are being designed now and will be constructed within the next 2 years. Keeping options open for future consideration of potential rail service does not preclude the trail project from moving forward, as is happening now. Keeping reliable transit and travel options open for the future is sound policy and paramount to providing mobility for all, regardless of ability or travel distance.

Please read our [Frequently Asked Questions](#) for more information, community benefits, the ability to move the trail project forward while leaving rail and transit options open for the future, and for insight into the public process that led to the RTC's current policy.

Your comments will be made available to the Commission for their review. Please visit the RTC website at [www.sccrtc.org](http://www.sccrtc.org) for information on the Commission and its activities. Also, please indicate if you would like to be added to the RTC's rail trail e-news list.

Thank you,

.....



**Cathy Judd**, Administrative Assistant, Art Exhibit Coordinator

**Santa Cruz County Regional Transportation Commission**

1523 Pacific Avenue | Santa Cruz, CA 95060



Main Office 831.460.3200 | Watsonville 831.460.3205

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## \$1.5 Billion Shortfall Forces Cuts and Delays In Statewide Transportation Program

**SACRAMENTO, May 18, 2016** – Today the California Transportation Commission (CTC) adopted a five-year state transportation funding plan that cuts \$754 million and delays another \$755 million in highway, rail, transit, bicycle and pedestrian project spending. These cuts are due in large part to the steady loss of gas tax revenue over the past two years because of the drop in gasoline prices. It is the largest funding reduction since the current state transportation funding structure was adopted 20 years ago.

The cuts and delays are reflected in the State Transportation Improvement Program (STIP), adopted biannually by the CTC. The STIP is a key planning document for funding future state highway, intercity rail, transit and pedestrian improvements throughout California. Its primary funding source established by the Legislature is the price-based excise tax paid by drivers at the gas pump.

"It's highly unfortunate that we had to take this action," said CTC Chair Bob Alvarado. "This means that desperately needed transportation projects throughout California won't happen at all or will be significantly delayed. In addition to the many missed near-term opportunities to reduce congestion, improve air quality and grow jobs in virtually all areas of the state, projects that are stalled risk the loss of leveraging additional funds from state, federal and local sources and will likely cost significantly more to construct later. All Californians are paying a big price for the woefully inadequate investment in our transportation infrastructure. In light of the urgency and scale of the problem, we need the Legislature and Governor to agree on a solution quickly."

The CTC is required by law to estimate the amount of funds projected to be available over the five-year STIP period. The excise tax in 2010 was set at 17.3 cents per gallon and is adjusted annually by the State Board of Equalization based on fuel prices. On July 1, 2016, the tax will be reduced to 9.8 cents from the current 12 cents. Based on that reduction, the CTC anticipates a \$1.5 billion funding shortfall for project commitments previously made for fiscal years 2016-17 through 2018-19, leading to the project funding cuts and delays included in the 2016 STIP adopted today.

“Because transportation projects typically are funded from multiple sources, the total statewide economic impact of the funding cuts and delays likely will run into the billions,” said Alvarado.

It is estimated that every \$1 billion in highway and transit investment supports 13,000 jobs. Each penny reduction in the gas tax decreases revenue to fund state and local roads by about \$140 million per year.

The Legislature is currently considering proposals to reform the transportation program and increase transportation revenue, and Governor Brown also has advanced a proposed revenue and reform plan.

For a list of projects affected by the funding shortfall, please see [Programmed Project Funding Partially or Fully Deleted](#) and [Programmed Project Funding Delayed to 2019-20 and 2020-21](#), and for the CTC Staff Report, please see [2016 STIP CTC Staff Report](#).

###



Looking north at US 101/Los Osos Valley Road interchange in San Luis Obispo County

SPRING 2016

# Caltrans District 5



District Director  
Timothy Gubbins

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

## District Director's Report

A quarterly publication for our transportation partners



### US 101/LOVR Interchange Completed

Caltrans and its local partners recently celebrated the completion of the US 101/Los Osos Valley Road interchange in San Luis Obispo County. The \$24 million project was completed ahead of schedule with cost savings. The completed project now provides:

- Widened Los Osos Valley Road crossing over US 101 and San Luis Obispo Creek.
- Class II bicycle lanes, wider sidewalks on both sides of the bridge and connection to the local Bob Jones Trail.
- Upgraded on and off ramps at the interchange.
- Landscaping project with welcoming city gateway.



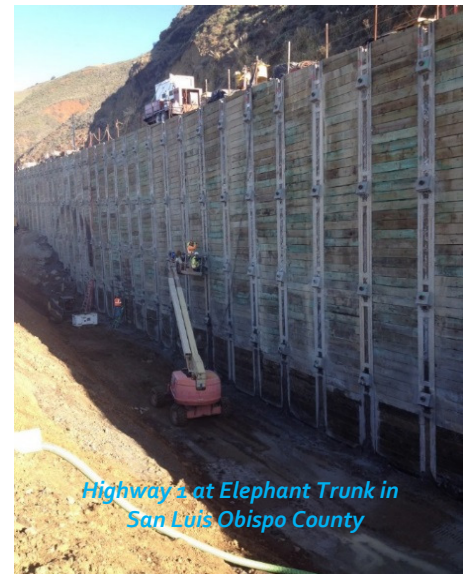
### Latest Mile Marker Released

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

The latest issue covers the new Asset Management Program, declining gas tax revenues, and a pilot program analyzing the potential of replacing the gas tax with a road charge.

More information: <http://www.dot.ca.gov/MileMarker/2016-1/index.html>.

### Sustainable Project Restores Slide Area



Highway 1 at Elephant Trunk in San Luis Obispo County

The Highway 1 Elephant Trunk Slide Restoration project is constructing a 1,000-foot-long soldier pile wall beneath and alongside the highway. It will stand about 50 feet tall at its highest point, but will remain below the highway's elevation with minimal visibility.

Views of the wall from the highway will be brief for northbound travelers and longer for those heading southbound without affecting the ocean view.

(Continued on back)

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

## Sustainable Project Continued



The \$9.5 million project will stabilize settlement affecting the highway. John Madonna Construction is the contractor for the project scheduled for completion in winter 2017.

## Input Sought



District 5 is hosting a regional forum with local agencies on the first *California State Bicycle and Pedestrian Plan*. The event, which requires an RSVP, is scheduled from 1:30 to 3:30 p.m. Thursday, May 5, at the San Luis Obispo County Library, 995 Palm Street, San Luis Obispo.

Immediately following the forum, an open house for the public is scheduled from 4 to 5:30 p.m. This is one in a series of eight forums to be held around the state.

The forums will focus on how Caltrans can strengthen collaboration and coordination in planning, designing and implementing active transportation projects at the local level. Caltrans will gather further input on the plan's

emerging goals, objectives and strategies and, particularly, how they relate to the local community. The visionary plan will promote active multimodal transportation and create a framework to increase safe bicycling and walking in California. More information:

<http://www.cabikepedplan.org/>  
<http://www.cabikepedplan.org/rsvp-stakeholders>.



## Workers Memorial Ceremony



The public is invited to join a special ceremony honoring the District's eight highway workers who have fallen in the line of duty since 1921. The event is scheduled 10 a.m. Thursday, April 28, on the District's front lawn. The keynote speaker is John Lindsey, Pacific Gas and Electric Company meteorologist/community liaison. Throughout April, Caltrans is observing *Worker Memorial Day* at each district and Sacramento.

On average, 1,000 Caltrans vehicles are struck each year. Last year in District 5, overall occupational injuries decreased 15.28 percent compared to the previous year, and preventable motor vehicle accidents decreased by 23.91 percent. Nationwide, more than 20,000 workers are injured in road construction work zones every year, according to the Federal Highway Administration. The greatest hazards are motorists speeding or not exercising caution in work zone areas. Safety is Caltrans' top priority, and we remind everyone to *SLOW for the Cone Zone* and move over for all emergency response and roadside work vehicles.



## Scholarships for High School Seniors



The California Transportation Foundation is offering three \$750 scholarships to eligible high school seniors. Caltrans employees raise the funds through coffee and baked goods sales at the District offices. The annual scholarships recognize and assist students who are planning to pursue a transportation-related career.

Applications are open to students graduating from a high school located within the District, which includes the counties of Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz. The candidates must also intend to enroll in a community college, university or trade school in California. Students pursuing a transportation career, in all academic ranges, are encouraged to apply.

Applications are due to District 5 *Friday, April 29, 2016*. More information: <http://transportationfoundation.org/scholarships/>.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JUNE 2, 2016 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

COMPLETED CONSTRUCTION PROJECTS									
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Hwy. 1/17 Shoulder Widening (1A8704)</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	January 4, 2016-May 18, 2016	\$1.1 Million	SHOPP	Luis Duazo (KB)	Granite Construction, Watsonville, CA	Project completed and accepted on May 18, 2016

CONSTRUCTION PROJECTS									
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
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	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 (0R5104)</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	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



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JUNE 2, 2016 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS (Cont'd.)									
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
4.	<b>Hwy. 17 Shoulder Widening and Concrete Guardrail (0T9804)</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	May 11, 2016- Summer 2017	\$6.2 Million	SHOPP	Doug Hessing (DP)	Granite Construction Inc. of Watsonville	Construction began on Wednesday, May 11 and work consists of shoulder widening and drainage improvements.
5.	<b>Hwy. 129 Curve Realignment (0T5404)</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	Doug Hessing (KB)	Graniterock Company, Watsonville, CA	Most of the roadwork will be done with one-way signal traffic control, already installed, with about 7-10 days of full closures at the end of the project. Temporary striping and K-rail now in place. Phase 1 earthwork activities commencing the week of May 16.
6.	<b>Hwy. 152 Accessible Pedestrian Signals (1G2804)</b>	14 intersections in Santa Cruz County	Install accessible pedestrian signals	Winter, 2016	\$1.3 Million	SHOPP	Kathy DiGrazia (LB)	PTM General Engineering Services, Inc. Riverside, CA	Equipment order pending. Locations: SR 1 in Santa Cruz (3) SR 17 in Scotts Valley (2) SR 129 in Watsonville (3) SR 152 in Watsonville (6)
7.	<b>Hwy. 152 Centerline Rumble Strip (1G4004)</b>	In Santa Cruz County from the Casserly/Carlton Rd. Intersection to the SCr/SCI County line	Open grade overlay and metal beam guardrail upgrade	Summer 2016	\$9.6 Million	SHOPP	Doug Hessing (TBD)	TBD	Project has been accelerated and achieved a May 6, 2016 RTL date.



<b>PROJECTS IN DEVELOPMENT</b>									
	<b>Project</b>	<b>Location</b>	<b>Description</b>	<b>Construction Timeline</b>	<b>Estimated Construction Cost</b>	<b>Funding Source</b>	<b>Project Manager</b>	<b>Phase</b>	<b>Comments</b>
<b>8.</b>	<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	Doug Hessing	Project Approval & Env. Document (PA&ED)	On schedule for completion of Environmental Document in July, 2016.
<b>9.</b>	<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	Kathy DiGrazia	PS&E/ROW	Project Report and Environmental Document approved in February 2016

**AGENDA:** June 2, 2016

**TO:** Regional Transportation Commission  
**FROM:** George Dondero, Executive Director  
**RE:** Draft Ordinance for Potential Ballot Measure

---

## **RECOMMENDATION**

The RTC's Transportation Improvement Plan Ad-Hoc Committee and staff recommend that the Regional Transportation Commission (RTC):

1. Provide input on the draft Ordinance (Attachment 1) for the potential ballot measure asking voters to approve a one-half cent sales tax to maintain local streets and roads, build safe and accessible walking and bicycle paths, maintain transportation services for seniors and people with disabilities, improve traffic flow and safety on Highway 1, and preserve and maintain the rail corridor;
  2. Receive an update on public outreach; and
  3. Direct staff to schedule a public hearing on June 16, 2016 for the RTC to consider adoption of the final ballot language, final expenditure plan and ordinance for the measure.
- 

## **BACKGROUND**

There are insufficient funds available to operate, maintain, and improve the local transportation system, including multi-modal transportation components, especially as state and federal sources have dramatically decreased and become increasingly unreliable. Existing transportation revenues make up less than 50% of what is required to maintain and improve roads, highways, bridges, sidewalks, bicycle facilities, and public transit.

With revenues available for transportation projects in Santa Cruz County insufficient, the Regional Transportation Commission adopted a funding strategy as part of the long range *2014 Regional Transportation Plan* which included the pursuit **of local funding mechanisms to 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 solicited input from community groups, local jurisdictions, project sponsors, and the community at large about a possible ½ cent sales tax transportation ballot measure. At its December 2015 meeting, the RTC approved a draft Expenditure Plan for using new revenues to repair and maintain local streets and roads; preserve transportation services for seniors and people with disabilities; make traveling safer for drivers, buses, pedestrians and bike riders; preserve and

maintain the rail corridor; build the coastal rail trail; improve traffic flow and reduce congestion. Placing a ½-cent sales tax on the ballot will allow agencies to meet more **of the community's** transportation needs with dependable local funding sources.

## **DISCUSSION**

### **Ordinance**

In order for a local transportation sales tax measure to move forward to the November ballot, the Regional Transportation Commission, as the Local Transportation Authority (Authority) under Public Utilities Code 180000, must adopt an Ordinance that will be included in the voter pamphlet that each registered voter would receive from the County Elections Office. The Ordinance is considered the **"full text" of the ballot measure.**

Staff has worked with the Transportation Improvement Plan Ad Hoc Committee, the California Board of Equalization (BOE), **and RTC's legal counsel to develop the** draft Ordinance for review at this meeting ([Attachment 1](#)). Following RTC board comments at this meeting, the final draft Ordinance will be recirculated to the BOE, County Elections Department, and legal counsel for final review and consideration by the RTC on June 16, 2016. Most of the ordinance language is common to transportation sales tax ballot measures throughout the state. This common **language governs the levying and collection of a sales tax (technically, a "retail transaction and use tax") by a Local Transportation Authority and expenditure of** revenues according to an expenditure plan, which is an exhibit to the ordinance.

The ordinance also includes other standard financial provisions such as the ability of the Authority to issue bonds. In general, while several agencies will be recipients of funds generated by the tax, the RTC, as the taxing Authority, is responsible for administration, allocation, oversight and reporting on implementation of the measure. The Ordinance provides details regarding implementation. Sections of the ordinance that are BOE-required clauses have a solid line to the left hand side.

### **Financing/Bonding Authority**

While pay-as-you-go financing is the preferred method for financing transportation projects, the Ordinance provides the RTC with the authority to bond against the funds if it finds it to be cost effective and to accelerate projects. The decision to bond would be considered following consultation with bond counsel. The RTC could also consider requests from local jurisdictions that are interested in receiving several years worth of funds at one time in order to immediately address some of the backlog of needs. Including this authority in the measure does not mandate that bonding would occur but provides the option to do so if the RTC and project sponsors find that it would be cost beneficial.

## **Maintenance of Effort**

Consistent with state statute, funds generated by the measure will be used to supplement and not replace existing revenues being used for transportation purposes. Fiscal audits will be used to ensure that entities receiving measure funds meet the maintenance of effort requirement.

## **Administration**

As with all programs, administration and accountability measures are required for implementing any funding program. For a local tax measure the administrative costs include:

- Creation of a special fund and processing payments to project sponsors
- Audits
- Reporting – Annual reports
- Financial tracking and processing expenses
- Staffing the oversight committee
- Providing public information on the measure

The distribution amounts to local jurisdictions under the “Neighborhood Projects” category will be updated annually based on a combination of the latest population, roadway lane miles and where the measure revenues were generated. The RTC could confirm these amounts each fiscal year as part of its annual budget adoption.

## **Preliminary Ballot Language**

While the categories of projects that would be funded by the measure have undergone significant review, the ballot question is limited to 75 words. Staff and the ad hoc committee are working with the RTC consultants to finalize the ballot question that summarizes how the funds would be used. The final ballot language will be presented and approved by the RTC at the June 16, 2016 meeting.

## **Amendments**

There may be unforeseen circumstances under which amendments to the Ordinance or Expenditure Plan will be necessary. For instances, if unexpected revenues become available and a specific project does not need all of the funds identified for that project in the Expenditure Plan, or if a planned project becomes undeliverable or infeasible the Ordinance includes information on the amendment process (as set forth in Section 180207 of the Public Utilities Code).

## **Taxpayer Safeguards/Accountability**

As with any tax or fee, it is important to ensure accountability and transparency in how measure funds are used. There are a variety of ways to ensure transparency and accountability. These could include ongoing independent audits and reports, RTC review and concurrence on projects, an independent oversight committee comprised of residents of Santa Cruz County, as well as existing RTC and local jurisdictions public review processes.

Based on input received, staff recommends that recipients of measure funds **provide an annual report on how the prior year's funds were spent** and a five-year plan for future revenues. Staff also recommends an independent annual audit of all expenditures from the measure that is available to the public. **The RTC's advisory committees**, including the Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) would also provide oversight of measure implementation. Establishing a separate oversight committee, while not required by state law, could also be considered. These safeguards would be in addition to the extensive existing oversight structures in place by public agencies.

### **Expenditure Plan**

The Expenditure Plan (or investment plan) is a component of a larger Ordinance and is included as an exhibit to the Ordinance. The Expenditure Plan outlines where revenues generated from a new sales tax measure would be invested. The RTC approved a draft plan in December 2015. The RTC continues to receive community input on the proposed Expenditure Plan (summarized in Attachment 2) and will consider the final Expenditure Plan (to be included as Exhibit A to the Ordinance), including final distribution formulas and components, at its June 16, 2016 meeting.

### **Community Input on Possible Ballot Measure**

Over the past two years, the RTC and other entities have solicited input from a broad cross section of community members about the potential local sales tax ballot measure through workshops, public meetings, stakeholder group meetings, presentations, and a poll of likely voters. There is strong recognition of the need for transportation system improvements. Additionally, the RTC provides information via eNews and social media, such as Facebook, Twitter and NextDoor. A list of the individuals or organizations that have indicated that they support the Transportation Improvement Plan is included in Attachment 3.

Agencies that would receive revenues from the measure will continue to provide information to the public about transportation funding shortfalls, project details, costs and benefits.

### **Next Steps**

- Through June 15: Continue to refine Ordinance and Expenditure Plan based on input
- June 16 RTC meeting: Following a public hearing, RTC approves final Ordinance, including final Expenditure Plan and ballot language, for measure to be placed on the November 2016 ballot.
- June 16-June 29: Local Jurisdictions approve final Expenditure Plan
- June 29: Board of Supervisors consolidates election (takes action to place measure on ballot)
- Summer/Fall 2016: Continue to provide public with information on the measure

- November 8, 2016: Election Day

## **SUMMARY**

The Regional Transportation Commission has been investigating local funding strategies to address the significant backlog of transportation system needs in Santa Cruz County. The Regional Transportation Commission is swiftly moving toward placing a ½ cent sales tax measure on the November 2016 ballot. Staff is seeking input on the Draft Ordinance, which provides details on implementation of the measure. The Ordinance is the full text of the measure, and is included in the voter guide. The RTC will consider adoption of the final Ordinance following a public hearing at its June 16, 2016 meeting.

Attachments:

1. Draft Ordinance
2. Summary of Draft Expenditure Plan
3. Supporters list

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*Bar to left of text (red) reflects sections that are required by the BOE.*

**BEFORE THE  
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION (SCCRTC)**

**AN ORDINANCE OF THE SANTA CRUZ COUNTY )      ORDINANCE NO. 2016-01  
REGIONAL TRANSPORTATION COMMISSION )  
REGARDING THE TRANSPORTATION )  
EXPENDITURE PLAN AND RETAIL )  
TRANSACTIONS AND USE TAX TO BE )  
ADMINISTERED BY THE STATE BOARD )  
OF EQUALIZATION )**

**WHEREAS**, the multimodal local transportation network is necessary for economic vitality; provides access to homes, schools, healthcare, and businesses; is utilized by drivers, buses, people walking, bicyclists, trains and trucks; and is important to the overall quality of life for all Santa Cruz County residents; and

**WHEREAS**, agencies in Santa Cruz County are working to reduce congestion, reduce greenhouse gas emissions and improve safety, access and mobility; and

**WHEREAS**, the County of Santa Cruz and the Cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville operate, maintain, and make improvements to the local street and road network, which includes over 1,800 lane miles of roads, traffic signals, sidewalks, bicycle paths, and other transportation facilities; and

**WHEREAS**, public transit and paratransit operators provide a lifeline for senior citizens and people with disabilities, who depend on these vital transportation services for independent living; and

**WHEREAS**, over 100,000 people travel each day on Highway 1 to access their homes, jobs, health care, and services; and

**WHEREAS**, the Santa Cruz Branch Rail Line was brought into public ownership in 2012 for the purpose of expanding transportation options along the most heavily traveled corridor in Santa Cruz County; and

**WHEREAS**, the Monterey Bay Sanctuary Scenic Trail Network, including the Rail Trail, is a planned multi-use bicycle and walking path that is separated from vehicular traffic and will span the length of Santa Cruz County connecting homes, schools, jobs, coastal and other key destinations; and

**WHEREAS**, State and Federal funding sources and programs that support transportation have been cut, are unreliable, can be diverted to other uses, and are insufficient to operate and

maintain the local road, bicycle, pedestrian, transit, senior and disabled transportation networks in a state of good repair; and

**WHEREAS**, new local revenues that cannot be taken by the state are needed to prevent further deterioration of roads and maintain them in good condition; reduce traffic congestion; maintain transportation services for seniors and people with disabilities; reduce collisions and improve traffic flow on local highways; provide safe and accessible crosswalks, ramps, and sidewalks; and create safe bicycle routes; and

**WHEREAS**, there is strong recognition of need for infrastructure improvements and acknowledgement that the local multi-modal transportation network serves all sectors of our community; and

**WHEREAS**, after receiving feedback from residents throughout Santa Cruz County on their priorities for the multimodal transportation system, the Santa Cruz County Regional Transportation Commission has determined that the community places a high priority on preserving and maintaining existing infrastructure, maintaining transit service for seniors and people with disabilities, reducing traffic congestion, improving safety, and expanding options for traveling within Santa Cruz County; and

**WHEREAS**, the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 *et seq.* (“Act”), generally authorizes a local transportation authority to place a ballot measure before the voters of the county to authorize a retail transactions and use tax to fund transportation-related projects and programs (“Transportation Tax”), upon the approval of two-thirds of the electors voting upon the measure; and

**WHEREAS**, the Santa Cruz County Regional Transportation Commission is designated by California Government Code section 29532.1 as the transportation planning agency of the County of Santa Cruz; and

**WHEREAS**, Sections 180050 and 180201 of the Act provide that the County may designate a transportation planning agency to act as the authority for purposes of the Act including imposing a Transportation Tax; and

**WHEREAS**, a one-half cent sales tax established locally would generate approximately seventeen million dollars (\$17 million) per year solely for transportation projects in Santa Cruz County; and

**WHEREAS**, local funding measures for transportation strengthen our local economy by creating jobs and providing mobility and access for all transportation system users; and

**WHEREAS**, the Act states that the additional funds provided by the tax so adopted shall supplement existing local revenues being used for public transportation purposes; and

**WHEREAS**, the Act further provides that a county transportation expenditure plan shall be prepared for the expenditure of the revenues expected to be derived from the Transportation Tax; and

**WHEREAS**, the Santa Cruz County Regional Transportation Commission has conducted a noticed public hearing, as required by state law, on the question of whether or not to request voters to adopt an Ordinance to fund the programs identified in the Expenditure Plan; and

**WHEREAS**, funds generated by the Transportation Tax shall be used only for transportation purposes, including the administration of the Expenditure Plan, construction, acquisition, maintenance and operation of streets, roads, highways, public transit systems, including paratransit services, and related transportation purposes within the County of Santa Cruz,

**NOW, THEREFORE**, the people of the Santa Cruz County Regional Transportation Commission of the Santa Cruz County do ordain as follows:

**Section 1. TITLE.** This Ordinance shall be known as the “Santa Cruz County Transportation Expenditure Plan and Retail Transactions and Use Tax Ordinance.” This Ordinance shall be applicable in the incorporated and unincorporated territory of Santa Cruz County.

**Section 2. SUMMARY.** This Ordinance provides for the adoption of a transportation Expenditure Plan for Santa Cruz County, the imposition of a Retail Transactions and Use Tax of one-half of one percent (0.5%) for a period of thirty (30) years, the authority to issue limited tax bonds secured by such taxes, and the administration of the tax proceeds.

**Section 3. OPERATIVE DATE.** Subject to voter approval, this Ordinance shall be operative the first day of the first calendar quarter commencing more than 110 days after the adoption of this Ordinance.

**Section 4. DEFINITIONS.** The following definitions shall apply in this Ordinance:

- A. “Authority” means the Santa Cruz County Regional Transportation Commission (SCCRTC), previously created in Government Code 67940 and 67941 and designated as the Local Transportation Authority for Santa Cruz County pursuant to Division 19 (commencing with Section 180000) of the California Public Utilities Code, authorized to impose a Transactions and Use Tax, subject to voter approval, in accordance with Chapter 5 (commencing with Section 180200) of Division 19 of the California Public Utilities Code, and with Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code.
- B. “Board of Supervisors” means the Santa Cruz County Board of Supervisors.

- C. “County” means Santa Cruz County and includes the incorporated and unincorporated territory of the county which makes up the boundaries of the Santa Cruz County Regional Transportation Commission.
- D. “State” means the State of California.
- E. “Measure Revenue” or “Transportation Tax Revenue” means the revenue generated by the one half of one percent (0.5%) increase in the Retail Transactions and Use Tax imposed and as collected pursuant to this Ordinance.
- F. “Retail Transactions and Use Tax” or “Transportation Tax” is to be identified as specified in Part 1.6 (commencing with section 7251) of Division 2 of the California Revenue and Taxation code.
- G. “Expenditure Plan” or “Plan” means the Santa Cruz County Transportation Improvement Plan attached to this Ordinance as Exhibit A and adopted as part of this Ordinance including any future amendments thereto. This is the plan for the expenditure of revenues expected to be derived from the tax imposed pursuant to this Ordinance, together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed.

**Section 5. PURPOSE.** This Ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

A. To impose a Retail Transactions and Use Tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 180000 *et seq.* of the California Public Utilities Code, which authorize the Authority to adopt this Ordinance which shall be operative if a two-thirds (2/3) majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.

B. To adopt a Retail Transactions and Use Tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

C. To adopt a Retail Transactions and Use Tax ordinance that imposes a County-wide Transportation Tax and provides a measure therefore that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

D. To adopt a Retail Transactions and Use Tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Division 19

(commencing with Section 180000) of the California Public Utilities Code and Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

E. The funds generated by the Transportation Tax may only be used for transportation purposes described in the Ordinance and Expenditure Plan (Exhibit A), including the implementation and administration of all provisions and requirements of this Ordinance as amended, including the construction, acquisition, maintenance, and operation of streets, roads, highways, including local roads, state highways and public transit systems and for related transportation purposes consistent with the Regional Transportation Plan, including project management and oversight of the projects to be funded using the Transportation Tax, such as coordination with other responsible agencies as well as project delivery and negotiation of project agreements. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, defense or prosecution of legal actions related thereto, debt service on bonds or other indebtedness, and expenses and reserves in connection with the issuance of the same.

**Section 6. ADMINISTRATION OF PLANS.** The Authority shall impose the Transportation Tax and enter into an agreement with the State Board of Equalization to collect the funds, may at the discretion of the Authority's governing Board enter into agreement with the County Auditor-Controller to allocate revenues derived from the Transportation Tax consistent with the Ordinance and Expenditure Plan, and shall administer the Ordinance and Expenditure Plan included in this Ordinance, consistent with the provisions and priorities of the Ordinance and Expenditure Plan, consistent with the authority cited herein.

**Section 7. CREATION OF SPECIAL FUND.** The Authority shall establish a new fund entitled "Transportation Tax Regional Transportation Fund". All Transportation Tax Revenue, plus interest, will be deposited in the special fund. The fund authorized hereunder will be administered by the Authority pursuant to this Ordinance and the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code, and Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue and Taxation Code. The Authority shall distribute revenues annually to local jurisdictions, the Santa Cruz Metropolitan Transit District, and the Consolidated Transportation Service Agency based on the formulas set forth in the Expenditure Plan, in accordance with the Act and this Ordinance. Agencies implementing the Expenditure Plan projects may accumulate revenue over multiple years so that sufficient funding is available for larger and long-term projects. Any interest income earned on funds allocated pursuant to this ordinance shall be expended only for the purposes for which the funds were allocated. The Authority, which currently allocates, administers and oversees the expenditure of federal, state and Transportation Development Act funding for local and regional transportation projects and programs, shall allocate, administer and oversee the expenditure of all Measure Revenues which are not directly allocated by formula annually to other agencies.

**Section 8. ADMINISTRATIVE COSTS.** The Authority shall expend only that amount of the funds generated from the Transportation Tax for staff support, audit, administrative expenses, and contract services that is necessary and reasonable to carry out its responsibilities pursuant to Division 2 of the Revenue and Taxation Code. Pursuant to Section 180109 of the Public Utilities Code, the Authority shall not expend more than one percent of the funds generated pursuant to Division 19 of the Code for administrative salaries and benefits net of the amount of fees paid to the State Board of Equalization for collection of the transactions and use tax and prior to the distribution of the Transportation Tax revenue as provided in the Expenditure Plan (Exhibit A). The total cost of administration of the Ordinance and Transportation Tax will not exceed four percent of the net proceeds of the Transportation Tax. Administrative functions include audits, programming processes, reporting, financing costs, the cost of compiling and publishing an annual report, providing public information concerning the Ordinance, rent, supplies, consulting services, overhead, and other administrative, implementation and oversight responsibilities as may be necessary to administer the Ordinance and Expenditure Plan. Costs of performing or contracting for project-related work shall be paid from the revenues of the Transportation Tax allocated to the appropriate purpose and project.

**Section 9. ELECTION.** The Authority requests the Board of Supervisors to call an election for voter approval of this Ordinance, which election shall be held on November 8, 2016. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. Pursuant to Section 180203 of the Public Utilities Code, the sample ballot to be mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter information handbook shall include the Expenditure Plan. Approval of this Ordinance, and imposition of the Transportation Tax, shall require the affirmative vote of a two-thirds (2/3) majority of the electors voting on this measure at the election described in this section. The proposition to be placed on the ballot shall read substantially as follows:

**“Traffic Relief, Road Repair, Transit and Safety Improvement Measure.** In order to repave streets/repair potholes; make neighborhoods safer by reducing cut-through traffic; maintain senior/disabled transit; provide transportation options like sidewalks, bike paths, trails, and transit that reduce global warming; and ease Highway 1 traffic, shall Santa Cruz County voters adopt an ordinance establishing a half-cent sales tax for 30 years, raising approximately \$17 million annually, with citizen oversight, independent audits, and funds spent locally?

YES \_\_\_\_ NO \_\_\_\_”

**Section 10. ELECTION COSTS.** The County of Santa Cruz shall be reimbursed for its cost in conducting the election if the measure is approved per Section 180203(a) of the Public Utilities Code. Election costs will be funded from Year 1 revenues before net proceeds are disbursed to the projects and programs in the Expenditure Plan. Reimbursement of the costs of this election shall be deferred until it can be paid from the revenues collected when the measure goes into effect.

**Section 11. CONTRACT WITH STATE.** Prior to the operative date of this Ordinance, the Authority shall contract with the State Board of Equalization to perform all

functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the Authority shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

**Section 12. TRANSACTIONS TAX RATE.** For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the County at the rate of one-half of one percent (0.5%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Ordinance.

**Section 13. PLACE OF SALE.** For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

**Section 14. USE TAX RATE.** An excise tax is hereby imposed on the storage, use or other consumption in the County of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in said territory at the rate of one-half of one percent (0.5%) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

**Section 15. ADOPTION OF PROVISIONS OF STATE LAW.** Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code and Part 1.6 of Division 2 (commencing with Section 7251) of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein.

**Section 16. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES.** In adopting the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of this Authority shall be substituted therefor. However, the substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, Victim Compensation and Government Claims Board, State Board of Equalization, State Treasury, or the Constitution of the State of California;

2. The result of that substitution would require action to be taken by or against this Authority or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this Ordinance.

3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

**Section 17. PERMIT NOT REQUIRED.** If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

**Section 18. EXEMPTIONS AND EXCLUSIONS.**

A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

B. There are exempted from the computation of the amount of transactions tax the gross receipts from:

1. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

2. Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

a. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

b. With respect to commercial vehicles, by registration to a place of business out-of-County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

C. There are exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this County of tangible personal property:

1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. Other than fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as

common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

5. For the purposes of subparagraphs (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6. Except as provided in subparagraph (7), a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7. "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

D. Any person subject to the use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a County imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

**Section 19. AMENDMENTS.** All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and

Taxation Code, shall automatically become a part of this Ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

Other amendments to this Ordinance shall require a two-thirds (2/3) vote of the total membership of the Authority.

**Section 20. EXPENDITURE PLAN UPDATES AND AMENDMENTS.** This Ordinance and Expenditure Plan may be amended to provide for the use of additional federal, state, and local revenues, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Should a project implementing agency determine that a planned project has become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Ordinance and Expenditure Plan were created, or should a project not require all funds programmed for that project or have excess funding, funding set forth at project termination will be reallocated to another project or program of the same type or otherwise serving the same objectives.

Commencing on or before 2026 and at least every ten (10) years thereafter, the Authority shall review and, when necessary, propose revisions to the Ordinance and/or Expenditure Plan. Such revisions shall be submitted for approval according to the procedures set forth in this Section. Until revisions to the Ordinance and/or Expenditure Plan have been approved and become effective, the then-existing Ordinance and Expenditure Plan shall remain in full force and effect.

The Expenditure Plan for this Ordinance may only be amended, if required, by the following process set forth in Section 180207 of the Public Utilities Code: (1) Initiation of amendments by the Authority reciting findings of necessity; (2) Provision of notice and a copy of the amendments provided to the Board of Supervisors and the City Councils in Santa Cruz County; (3) The proposed amendments shall become effective 45 days after notice is given.

**Section 21. MAINTENANCE OF EFFORT.** Pursuant to California Public Utilities Code 180001(e), it is the intent of this Ordinance that funds generated by the Transportation Tax be used to supplement and not replace existing revenues used for transportation purposes. Existing funds, revenues and other resources being used for transportation purposes include but are not limited to federal and state funding, the collection of traffic impact mitigation fees, other local impact fees, and dedications of property. The funds generated by the Transportation Tax shall not be used to replace existing transportation funding or to replace requirements for new development to provide for its own transportation needs. The entities receiving Measure Revenues shall maintain their existing commitment of local transportation-related funds for transportation purposes pursuant to this ordinance, and the Authority shall enforce this Section by appropriate actions, including fiscal audits of the local agencies.

**Section 22. LEVERAGING FUNDS.** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described in the Ordinance and Expenditure Plan.

**Section 23. BONDING AUTHORITY.** Pay-as-you-go financing is the preferred method of financing transportation improvements and programs under this Ordinance. However, if determined by the board of the Authority to be cost effective and to accelerate implementation of projects, the Authority may decide to use bond financing as an alternative method. Upon voter approval of this Ordinance, the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, in an aggregate principal amount at any one time outstanding not to exceed the estimated proceeds of the Transportation Tax, and to secure such indebtedness solely by way of future collection of the Transportation Tax, for capital outlay expenditures for the purposes set forth in this Ordinance, including, but not limited to, carrying out the transportation projects described in the Expenditure Plan, consistent with the Section 180250 of the Public Utilities Code.

**Section 24. COOPERATIVE FUND AGREEMENTS.** To maximize the effective use of funds, revenues may be transferred or exchanged between or among jurisdictions receiving funds from this measure. Jurisdictions receiving funds may, by annual or multi-year agreement, exchange funds provided that the percentage of funds allocated as provided in the Expenditure Plan is maintained over the duration of the period of time the tax is imposed. Agreements to exchange funds, including fund repayment provisions, must be approved by the Authority and shall be consistent with all rules adopted or approved by the Authority relating to such exchanges. The Authority may exchange revenues for State or federal funds allocated or granted to any public agency within or outside the area or jurisdiction of the Authority to maximize effectiveness in the use of the revenues. Such federal or State funds shall be distributed in the same manner as revenues derived from this ordinance. The Authority shall maintain for public review an accounting of all balances that are subject to cooperative agreements approved pursuant to this section.

**Section 25. ENJOINING COLLECTION FORBIDDEN.** No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

**Section 26. ANNUAL APPROPRIATIONS LIMIT.** The annual appropriations limit of the Authority established pursuant to Section 4 of Article XIII B of the California Constitution and Section 180202 of the Public Utilities Code shall be established at a sum equal to the amount of all proceeds of the special tax collected annually, and as defined by said Article XIII B. The appropriations limit shall be subject to adjustment as provided by law.

**Section 27. SEVERABILITY.** If any provision of this ordinance or the application thereof to any person or circumstance is held invalid or unenforceable by a court of competent jurisdiction, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby, and the Authority declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

**Section 28. CAPTIONS.** The titles and headings to the sections set forth in this ordinance are not part of this ordinance and shall have no effect upon the construction or interpretation of any part hereof.

**Section 29. ENVIRONMENTAL.** This Ordinance is not a project as defined in Section 15378 of the California Environmental Quality Act (CEQA) Guidelines and is therefore exempt from CEQA requirements. Approval of this Ordinance and Expenditure Plan does not commit to implementation of any specific Project or activity listed herein. Prior to commencement of any specific project or activity identified in the Expenditure Plan, applicable provisions of the California Environmental Quality Act (CEQA) shall be completed.

**Section 30. TAXPAYER SAFEGUARDS, AUDITS, AND ACCOUNTABILITY.** Accountability is of utmost importance in delivering public investments with public dollars. In order to ensure accountability, transparency and public oversight of all funds collected and allocated under this Measure and to comply with state law, all of the following shall apply:

- a. **Annual Report.** Each agency receiving Measure Revenue shall annually adopt, after holding a public hearing, an annual report which includes 1) a five-year program of projects including information about each of the projects to be funded with Measure Revenues allocated according to the Expenditure Plan. Local and regional agencies shall submit their program of projects to the Authority in a format that can be easily understood by members of the public. 2) Description of expenditures of Measure Revenues from the most recently completed fiscal year. The purpose of requiring the most recently completed fiscal year expenditures is to allow the Authority to prepare a comprehensive report to the public on the expenditure of funds generated by this Ordinance.
- b. **Annual Audit.** No less than annually, an independent annual audit shall be conducted of the expenditure of all funds generated by the transportation tax. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with this Plan as adopted by the voters in approving the Ordinance on November 8, 2016. The Authority will also prepare a publicly available annual report on past and upcoming activities and publish an annual financial statement.
- c. Decisions regarding implementation of this Ordinance will be made by the Authority in public meetings, subject to the Brown Act.

**Section 31. EFFECTIVE DATE.** This ordinance relates to the levying and collecting of the County transactions and use taxes and shall take effect immediately, subject only to the Operative Date set forth in this Ordinance.

**Section 32. TERMINATION DATE.** The authority to levy the tax imposed by this ordinance shall expire thirty (30) years from the Operative Date of this ordinance.

The foregoing Ordinance was PASSED AND ADOPTED by the Santa Cruz County Regional Transportation Commission (SCCRTC), on June 16, 2016, by the following vote:

AYES:

NOES:

ABSENT:

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Don Lane, Chair

Attest:

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George Dondero, Executive Director

## **Summary of Draft Expenditure Plan**

Based on extensive public input, the RTC has identified several categories of transportation project investments for sales tax revenues. Each of the investment categories has strong constituent groups that care deeply about inclusion of that project type. 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 high priority transportation 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. Funding to the cities of Capitola, Santa Cruz, Scotts Valley, Watsonville, and the County of Santa Cruz by the following formula: 29% population, 39% lane miles of roadway and 32% site of tax generated. Also included are funds for Highway 9/San Lorenzo Valley corridor projects and the Highway 17 Wildlife Undercrossing to improve safety for wildlife and motorists.
- Highway Corridors – Funding for auxiliary lane projects on Highway 1 including 41st 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 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’ Lift Line transportation service.**
- Rail Corridor – Funding to preserve and maintain 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.
- Coastal Rail Trail – Funding to construct, operate and maintain sections of the Monterey Bay Sanctuary Scenic Trail; and underground conduit and/or pipes to facilitate utilities including Internet service, to be installed during trail construction.

## **Supporters of the Transportation Improvement Plan**

(listed in alphabetical order; as of May 23, 2016)

### **Organizations**

9-1-1 Regional Center  
Aptos Chamber of Commerce  
Barry Swenson Builder  
Caletti Cycles  
City of Capitola  
City of Santa Cruz  
City of Watsonville  
County of Santa Cruz  
Democratic Women's Club of Santa Cruz County  
Dominican Hospital/Dignity Health  
Ecology Action  
Friends of the Rail & Trail  
Go For Health (United Way's healthy kids program)  
The Healthy Way  
Monterey Bay Central Labor Council  
Palo Alto Medical Foundation (PAMF)/Sutter Health  
Physicians Medical Group (PMG) of Santa Cruz County  
Plantronics  
Santa Cruz Area Chamber of Commerce  
Santa Cruz County Business Council  
Santa Cruz County Medical Society  
Santa Cruz METRO  
Slatter Construction Inc.  
Spokesman Bicycles  
United Transportation Union Local 23  
Visit Santa Cruz County

### **Individuals**

Piet Canin, Ecology Action  
John Daugherty, METRO Mobility Trainer  
Veronica Elsea, Elderly and Disabled Transit and Pedestrian Advocate  
Kate Giberson, Environmental Services Director, Harris and Associates  
Mark Mesiti-Miller, Professional Civil Engineer  
Scott Ruble, Pasatiempo resident  
Barry Scott, Coastal Rail Santa Cruz County

**TO:** Regional Transportation Commission (RTC)  
**FROM:** Luis Pavel Mendez, Deputy Director  
**RE:** Fiscal Year (FY) 2016-17 Work Program

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## **RECOMMENDATIONS**

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) approve the attached draft final fiscal year (FY) 2016-17 RTC work program ([Attachment 1](#)).

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## **BACKGROUND**

Each year the RTC works with Caltrans to prepare a work program for the following fiscal year based on the budget approved by the RTC as well as state and federal requirements. The work program is required for RTC to receive federal and state transportation planning funds and must include the work necessary to meet federal and state transportation planning requirements. The RTC's work program also includes all of the other work that the RTC performs. The work program provides summary information on the work that the RTC will perform with the state and federal planning funds as well as a summary schedule and work products.

## **DISCUSSION**

RTC staff prepared a draft FY 2016-17 work program for the RTC and submitted it to Caltrans for review. The draft final included as [Attachment 1](#) has incorporated Caltrans comments and suggestions. As in past years, the FY 2016-17 RTC work program ([Attachment 1](#)) addresses state-mandated responsibilities and RTC priorities including:

- Implementation of the 2014 Regional Transportation Plan (RTP) and 2035 Metropolitan Transportation Plan (MTP) in coordination and cooperation with AMBAG, neighboring regional transportation planning agencies, Caltrans and local jurisdictions; and preparation of the next RTP and MTP;
- Development of the next Regional Transportation Plan;
- Production and implementation of the various required state and federal funding documents;
- Continuation of the Highway 1/HOV Lane project tiered environmental analysis;
- Implementation of the new federal transportation law, Fixing America's Surface Transportation (FAST) Act;
- Management, operation and planning for the Santa Cruz Branch Rail Line;
- Work to develop potential new transportation revenues to help meet continuously increasing transportation needs in the region;
- Continued work with project sponsors and funding agencies on securing funds for high priority projects for all modes of transportation;

- Implementation of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network master plan;
- Monitor and participate in local, state and federal efforts to address global warming and sustainability;
- Participate in statewide efforts to authorize a new federal transportation funding bill and ensure that California and its regional agencies receive their fair share of federal funds
- Continued services to Santa Cruz area travelers through the Cruz511, SAFE callbox, Safe on 17 and Freeway Service Patrol programs, including coordination with partner agencies to ensure the best possible service.

**Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) approve the attached draft final FY2016-17 RTC work program (Attachment 1).**

### **SUMMARY**

The RTC must prepare a work program to receive state and federal transportation planning funds. The attached draft final FY 2016-17 RTC work program includes state-mandated responsibilities and RTC priorities. The draft FY 2016-17 work program has been reviewed by Caltrans and their comments and suggestions have been incorporated. Staff recommends that the RTC approve the draft final FY 2016-17 RTC work program (Attachment 1).

#### Attachments:

1. Draft Final FY 2016-17 Work Program

**DRAFT FINAL**



**Santa Cruz County Regional  
Transportation Commission**

**FISCAL YEAR 2016 - 2017  
WORK PROGRAM**

June 2, 2016

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## INTRODUCTION

Santa Cruz County is the second smallest of California's 58 counties with 445 square miles of land area. Santa Cruz County is on the coast 65 miles south of San Francisco, 35 miles north of Monterey, and 35 miles southwest of Silicon Valley. The California Department of Finance estimates the population of Santa Cruz County for 2016 at 275,902, and is estimated to increase to nearly 310,000 by 2035. The largest population (136,086) is in the unincorporated area of the county and the remainder in the four incorporated cities of Capitola (10,150), Scotts Valley (12,143), Watsonville (52,891) and Santa Cruz (64,632). About 80% of the population lives in approximately 20% of the area of the county. The population is clustered primarily along the coast between the City of Santa Cruz and Aptos and in Watsonville, Scotts Valley and the San Lorenzo Valley. Seniors aged 70 and over make up about 6% of the population and will make up about 17% of the population in 2035.

Most work trips (77%) are within county boundaries; however, 17% of Santa Cruz County commuters travel to San Francisco Bay Area counties and about 5% to Monterey County. The Santa Cruz Conference and Visitors Council estimates that approximately 3 million people visit Santa Cruz County per year and the great majority during the summer months. Nearly one third of Santa Cruz County residents – notably children, the elderly and disabled, and low income individuals and families who cannot afford a car – do not drive a personal vehicle. The vast majority of Santa Cruz County's low income and minority populations live in the south eastern part of the County in and around the City of Watsonville and much of their employment is located in and around the City of Santa Cruz.

The demographics, geography, availability of jobs, and desirability of Santa Cruz County as a place to call home and visit significantly impact travel in Santa Cruz County and creates a variety of challenges. With input from partner agencies, the business community and the public, the RTC works to address the travel needs of the community through its planning work, its funding decisions and the projects and programs implemented. The primary transportation goals as described in the 2014 Regional Transportation Plan are:

- Goal 1: Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the economy.
- Goal 2: Reduce transportation related fatalities and injuries for all transportation modes.
- Goal 3: Deliver access and safety improvements cost effectively, within available revenues, equitable and responsive to the needs of all users of the transportation system and beneficially for the natural environment.

The fiscal year (FY) 2016-2017 work program for the Santa Cruz County Regional Transportation Commission (SCCRTC) describes the activities, to help meet those goals, during the fiscal year beginning July 1, 2016 and

ending June 30, 2017 and includes the following mandated responsibilities and SCCRTC priorities:

- implementation of the 2014 Regional Transportation Plan and 2035 Metropolitan Transportation Plan in coordination and cooperation with the Association of Monterey Bay Area Governments (AMBAG), the Transportation Agency for Monterey County (TAMC) the San Benito Council of Governments (SBtCOG), local jurisdictions, Caltrans and other local and regional agencies; and production of the 2040 Regional Transportation Plan and 2040 Metropolitan Transportation Plan/SCS;
- production and implementation of the various required state and federal funding documents;
- continued production of the Highway 1 Investment Program tiered environmental documents and production of the environmental documents for the Mar Vista Bicycle and Pedestrian overcrossing of Highway 1;
- management, operation, planning and improvement of the Santa Cruz Branch Rail Line;
- continuation of additional bridge rehabilitation work on the Santa Cruz Branch Rail Line;
- implementation of the master plan for the Monterey Bay Sanctuary Scenic Trail (MBSST) Network;
- continued work to carry out the RTC's responsibilities to monitor and coordinate with Caltrans and local agencies on timely implementation of state highway and local projects with state or federal funding participation;
- continued work with project sponsors and funding agencies on securing funds for high priority projects for all modes of transportation;
- continued services to Santa Cruz area travelers through the SAFE callbox, Safe on 17 and Freeway Service Patrol programs, including coordination with partner agencies to ensure the best possible service;
- implementation of a the Rideshare/Cruz511 program for Santa Cruz County travelers;
- continuation of the Bike to Work and the Community Traffic Safety Coalition's bicycle and pedestrian education programs;
- continued maintenance and enhancement of a variety of public information outlets;
- continued development and implementation of systems necessary to ensure that the RTC continues to function efficiently and effectively as an independent government agency;
- monitor and participate in local, state, and federal efforts to address global warming and sustainability;
- implement the new federal transportation law, Fixing America's Surface Transportation (FAST) Act; and
- pursuit of any and all funding sources for transportation projects in the region including the development of local funding sources as well as seeking other new sources.

Through the activities listed in this work program, the SCCRTC works to deliver a full range of safe, convenient, reliable and efficient transportation choices for the community.

**WORK ELEMENT NUMBER 101**

**Overall Work Program**

**Agency:** SCCRTC

**Project Manager:** Luis Pavel Mendez, Deputy Director

**Total Budget:**

**\$34,535**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Category</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
Personnel	34,535	0	State RPA	21,882	0
Services & Supplies	0	0	Local	12,653	0
<b>TOTAL</b>	<b>34,535</b>	<b>0</b>	<b>TOTAL</b>	<b>34,535</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Develop, maintain, and oversee the annual work program and budget to carryout the transportation planning activities of the Santa Cruz County Regional Transportation Commission (SCCRTC) in accordance with federal, state and local requirements and available funding. This includes OWP development, coordination, and meetings with local, regional, state and federal agencies (including AMBAG, Caltrans, FHWA, TAMC and San Benito COG) to ensure that the entire three-county region is meeting federal requirements. Additionally, this work element provides monitoring and review of policy and legislative activities that impact the production, coordination, implementation and requirements of the OWP. Further duties include quarterly reporting to verify progress in implementing the work program.

**Project Product(s)**

FY 2017-18 Overall Work Program and Budget and amendments; amendments to the FY 2016-17 OWP and Budget; quarterly and annual progress reports.

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Develop and implement annual Overall Work Program and Budget

**0%**

Develop, implement and oversee the annual overall work program activities and budget in accordance with federal and state requirements in coordination with Caltrans, AMBAG and other partner agencies; and produce quarterly and annual progress reports.

**Previous Accomplishments**

Developed and adopted FY 2015-16 OWP and Budget; Processed amendments to the FY 2015-16 OWP and Budget; provided required quarterly and annual progress reports for transportation planning and project activities to SCCRTC, AMBAG, and Caltrans.

<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Completion Date</b>
1	Finalize FY 2015-16 revenues and expenditures	Revenues and expenditures files	8/15/2016
2	Produce final FY 2015-16 work program quarterly report and provide to Caltrans	Final FY 2015-16 quarterly report	8/15/2016
3	Prepare and adopt the annual fall FY 2016-17 budget and overall work program amendment	FY 2016-17 amendments and staff reports	10/31/2016
4	Produce FY 2016-17 quarterly work program reports and provide to Caltrans	FY 2016-17 quarterly work program reports	10/30/2016 01/31/2017 04/30/2017

5	Prepare for and participate in annual OWP kick-off meeting with TAMC, AMBAG, Caltrans, FHWA, FTA, SBTCOG, SCMTD and MST.	Meeting with regional partners, agenda and materials	12/15/2016
6	Develop FY 2017-18 draft work program and budget and provide document to Caltrans	Draft FY 2017-18 draft work program and budget	03/01/17
7	Prepare and adopt the annual spring FY 2016-17 budget and overall work program amendment and provide to AMBAG and Caltrans	Amendment and staff report	03/31/17
8	Participate in 2017-18 OWP development and coordination meetings with AMBAG, Caltrans and other agencies in the region	Meetings, agendas and materials	04/30/17
9	Incorporate comments/suggestions into final draft FY 2017-18 OWP and provide document to AMBAG and Caltrans	Final draft FY 2017-18 OWP	04/30/17
10	Prepare and present final FY 2017-18 OWP to SCCRTC board for approval	Final OWP and staff report	05/15/17
11	Update the Continuing Cooperative Agreement (CCA) with AMBAG consistent with the OWP and submit to AMBAG and Caltrans	Updated CCA & staff report	06/15/17
12	Prepare other amendments to the FY 2016-17 budget and work program as necessary and submit to AMBAG and Caltrans	Amendments and staff reports	06/30/17

**WORK ELEMENT NUMBER 102**

**Transportation Development Act Administration**

**Agency:** SCCRTC

**Project Manager:** Luis Pavel Mendez, Deputy Director  
Daniel Nikuna, Fiscal Officer

**Total Budget:** \$659,500

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	238,000	0	Local	659,500	0
Services & Supplies	421,500	0			
<b>TOTAL</b>	<b>659,500</b>	<b>0</b>	<b>TOTAL</b>	<b>659,500</b>	<b>0</b>

**Project Description**

SCCRTC as Regional Transportation Planning Agency for Santa Cruz county distributes Transportation Development Act (TDA) Local Transportation Fund (LTF) and State Transit Assistance (STA) funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process.

**Project Product(s)**

Transportation Development Act and State Transit Assistance Funds apportionments, allocations and claims  
Triennial performance audit and corresponding modifications  
FY 2015-16 Fiscal Audit

**Other Task (Nonfederal)**

Manage, coordinate and distribute TDA and STA funds

**Previous Accomplishments**

Every three years, SCCRTC contracts for triennial performance audits of the transit operators and itself to ensure that the agencies are meeting the requirements of state TDA law. In FY 2012-13 a triennial performance audit for FYs 2009-10, 2010-11 and 2011-12 was initiated and completed in FY 2013-14. Throughout fiscal years 2013-14 and 2014-15 the RTC worked to implement the audit recommendations. In FY 2015-16 a triennial performance audit of FYs 2012-13, 2013-14 and 2014-15 will be completed. Annually, SCCRTC oversees the fiscal TDA audits for the transit operators in Santa Cruz County and itself. In FY 2015-16 TDA fiscal audits were completed for FY 2014-2015.

Task	Description	Deliverable	Completion Date
1	Coordinate review of appropriate TDA claims with advisory committees	Staff reports and resolutions	06/30/17
2	Provide staff support to Budget and Administration/ Personnel Committee	Agendas and staff reports	06/30/17
3	Coordinate annual unmet transit needs process, including outreach to traditionally underrepresented communities, and adopt resolution of unmet transit needs finding	Staff reports, presentation, information materials (Spanish), public outreach, meetings and resolution	06/30/17
4	Maintain records and pay claims for TDA, STA and other trust fund accounts.	Files, invoice processing and payments	06/30/17
5	Assist transit operators with annual financial audits	Phone calls, emails	06/30/17

6	Implement recommendations in most recent performance audit	Staff reports and modifications to processes and forms	06/30/17
7	Obtain TDA funds estimates from County Auditor Controller	Emails and estimate materials	7/15/16 1/15/17
8	Monitor TDA revenue receipts, compare to estimates and adjust estimates as necessary	Reports to B&A/P Committee and RTC	06/30/17
9	Conduct the FY 2015-16 annual fiscal audit and implement suggested changes	Audit report and staff reports	6/30/2017
10	Produce staff assignment lists, performance evaluations and personnel actions	Assignment list, individual staff meetings, evaluation forms	06/30/17
11	Prepare and submit to Caltrans the FY 2016-17 indirect cost allocation plan	ICAP report and staff report	08/31/16
12	Produce and distribute annual financial report	Financial report and staff reports	06/30/17
13	Coordinate, meet, confer and negotiate with labor representatives	Meetings, agenda and information materials	6/30/2017

**WORK ELEMENT NUMBER 112**

**Transportation Plans Coordination and Interagency Liaison**

**Agency:** SCCRTC

**Project Manager:** Rachel Moriconi, Senior Transportation Planner

**Total Budget:**

**\$231,718**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	137,118	0	State RPA	86,417	0
Contractual	94,600	0	Local	145,301	0
<b>TOTAL</b>	<b>231,718</b>	<b>0</b>	<b>TOTAL</b>	<b>231,718</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

Note: No project development nor project implementation tasks included in this work element will be funded by Rural Planning Assistance (RPA) funds

Note: No RPA funds will be used for the contractual work listed in this work element, which will be paid with local funds only and is for hiring legislation and regulation consultants who assist the RTC in obtaining information and producing reports to fully understand the implications of regulatory and statutory changes to transportation planning and funding and adequately communicate such changes and implications and implement them accordingly. Lobbying is not part of any work task under this work element

**Project Description**

This is an ongoing element concerned with the coordination of regional transportation planning activities consistent with federal and state law to maintain a coordinated approach to transportation planning on a local, regional, state and federal level that addresses all aspects of the transportation system, including safety.

**Project Product(s)**

Agendas, minutes, reports and presentation materials for Interagency Technical Advisory Committee meetings

Reports and presentation materials for RTC meetings

Agendas, notes and materials for meetings with representatives from local, regional and state entities

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding**

Coordinate the implementation of the FAST Act requirements as it relates to regional transportation planning and monitoring

**0%**

**Previous Accomplishments**

The SCCRTC worked with AMBAG and TAMC to ensure a coordinated effort for the production of the 2014 RTP/MTP and is currently working with those and other agencies on the production of the 2018 RTP/MTP. The SCCRTC held regular meetings of the Interagency Technical Advisory Committee (ITAC) and SCCRTC staff held meetings with Santa Cruz Metro, AMBAG, TAMC, VTA, educational institutions, non-profits, local jurisdictions, the Air District and Caltrans, to discuss and implement coordination efforts.

Task	Description	Deliverable	Completion Date
1	Collect, process and transmit information on funding, plans and related activities to facilitate interagency communication	Phone calls, emails, and information materials	06/30/17
2	Participate in, prepare and distribute agendas and staff reports for RTC and committee meetings	Agendas and staff reports	06/30/17
3	Meet quarterly with Caltrans to coordinate planning and programming activities and prepare materials for meetings	Teleconference, Agenda and meeting materials and action items	06/30/17

4	Coordinate on planning and programming with other agencies throughout the state through participation in the Regional Transportation Planning Agencies group, the Central Coast Coalition and the California Transportation Commission	Meeting participation, meeting notes, agendas	06/30/17
5	Participate in the MTP/SCS Steering Committee with AMBAG, TAMC, SBCOG, and transit agencies to coordinate Santa Cruz County efforts with those of other transportation planning agencies in the region	Agendas, materials, notes, communications and MTP/SCS	06/30/17
6	Participate in Santa Cruz METRO board meetings and Santa Cruz METRO/RTC management meetings and communicate with other agencies in the region to help ensure regional transit planning coordination	Agendas, materials, notes, communications and coordinated transit plans	06/30/17
7	Continue to work with Caltrans, AMBAG and other partner agencies on improved planning for the movement of goods into, out of and through the region	Communications with partner agencies, meetings	06/30/17
8	Work with the City of Watsonville, Caltrans Aeronautics and other partner agencies to update the master plan for the Watsonville airport	Communications with partner agencies, meetings	06/30/17
9	Exchange information concerning transportation planning, and funding with local jurisdictions, Caltrans, AMBAG, Santa Cruz Metro, the Air District, UCSC, and other federal, state and local agencies	Meetings, phone calls, emails and information materials	06/30/17
10	Prepare reports and materials for the Interagency Technical Advisory Committee (ITAC) to facilitate planning and programming coordination among all of the various transportation partners represented on the Committee - (public works departments, planning departments, transit district, UCSC, Caltrans, AMBAG, Air District)	ITAC meetings, agendas and packets	06/30/17
11	Monitor and participate in efforts at the federal, state and local level related to reduction of VMT and other transportation planning and programming measures to reduce green house gases (GHG) and address global warming	Conference calls, meetings and notes	06/30/17
12	Monitor and participate in efforts at the federal, state and local level and with law enforcement agencies to address and improve the safety of the transportation system	Conference calls, meetings and notes	06/30/17
13	Prepare for and participate in meetings of the AMBAG Board as an ex-officio representative	Meetings and notes	06/30/17
14	Coordinate with business and community organizations, and task forces, including those who engage traditionally underrepresented communities, on transportation planning, and funding issues	Presentations, phone calls, meetings and materials in Spanish	06/30/17
15	With the assistance of consultant services, stay informed on state and federal legislative, regulatory and budgetary changes and proposed changes affecting transportation to more effectively and efficiently coordinate current transportation activities with changing requirements - (consultant and RTC)	Consultant reports, Staff reports and information materials	06/30/17
16	With the assistance of consultant services, communicate with legislative officials and others on the effective and efficient coordination of proposed legislative and budgetary changes with current transportation planning activities - (Consultants and RTC)	Phone calls, emails, letters and meetings	06/30/17
17	Continue to work with Interagency Technical Advisory Committee members and other transportation partners to cooperatively develop and pursue grant opportunities for transportation studies and development of transportation plan components and funding	Joint grant applications	06/30/17
18	Develop partnerships with local agencies responsible for land use decisions to facilitate coordination of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management	Phone calls, emails, meetings, notes and information materials	06/30/17

19	Monitor and participate in efforts at the state and regional level to effectively implement the requirements of the FAST Act, including federal rulemaking and performance measure requirements.	Phone calls, teleconferences, emails, notes and information materials	06/30/17
20	Participate in coordination of traveler information including quarterly meetings.	Communications with partner agencies, meetings	06/30/17

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**WORK ELEMENT NUMBER 113**

**Public Participation Program**

**Agency:** SCCRTC

**Project Manager:** Karena Pushnik, Public Information Coordinator

**Total Budget:**

**\$102,172**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	62,172	41,615	Local	102,172	81,615
Services & Supplies	40,000	40,000			
<b>TOTAL</b>	<b>102,172</b>	<b>81,615</b>	<b>TOTAL</b>	<b>102,172</b>	<b>81,615</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

This work element includes public participation activities that support the overall public participation program of the SCCRTC but are not attributable to a specific project, program or activity. This includes general maintenance of the RTC website and social media outlets and responding to general inquiries regarding the SCCRTC.

**Project Product(s)**

Well functioning website and social media outlets and updated general postings, press releases, e-news, year in review communicating notable accomplishments for the previous year; broadcasts of RTC meetings

**Previous Accomplishments**

In FY 2012-13, the SCCRTC migrated its overhauled website to more current technology that offers more efficient maintenance and integration with social media outlets.

Task	Description	Deliverable	Completion Date
1	Provide information to and solicit information from the community at large regarding the general functions and duties of the RTC using the media, internet, advertisements, in-office and partner organization contact distribution mechanisms and presentations to local groups as a means to involve the public in the transportation planning process	Updated and functioning website	6/30/2017
2	Use print and electronic media to disseminate and solicit information to and from traditionally underrepresented populations	Bilingual print and electronic media	6/30/2017
3	Fully implement the RTC's Title VI Civil Rights Program and fully investigate and monitor all Title VI complaints	Webpage, postings, agendas, forms and list of complaints and investigations	6/30/2017
4	Broadcast regular RTC meetings and public hearings countywide on Community TV	Televised RTC meetings	6/30/2017
5	Utilize Spanish translation services during SCCRTC meetings, public workshops and public hearings	Translators at meetings	6/30/2017
6	Continue to produce and host the SCCRTC Transportation Café program on Community TV	Transportation café program	6/30/2017

7	Continue to provide outreach to the community regarding ways to improve safety as users of the transportation system.	Bilingual print and electronic media and public presentations	6/30/2017
8	Participate with Caltrans and the County of Santa Cruz on the public engagement process for the State Route 17 Access Management Plan	Bilingual print and electronic media and public meetings	6/30/2017

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**WORK ELEMENT NUMBER 176****User-Oriented Transit Travel Planning Project**

Agency: SCCRTC

Project Manager: Tegan Speiser, Sr. Transportation Planner  
Grace Blakeslee, Sr. Transportation Planner

Total Budget: \$101,660

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017****EXPENDITURES****REVENUE**

Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	66,527	0	FTA Section 5304	90,000	0
Contractual	27,000	0	Local	11,660	0
Materials & supplies	8,133	0			
<b>TOTAL</b>	<b>101,660</b>	<b>0</b>	<b>TOTAL</b>	<b>101,660</b>	<b>0</b>
			<b>% Federal</b>	<b>89%</b>	

**Project Description**

This work element is to plan, develop and test an individualized marketing and research program for Santa Cruz County that empowers solo-drivers to switch modes with a special emphasis on attracting new transit riders. Targeted towards neighborhoods near major transit stops and high quality transit corridors, the program will deliver customized and relevant offers and information to unique consumer segments. Project tasks include: procuring consultant services; data collection and methodology; developing systems for pilot testing; and analyzing pilot testing. The project will conduct market research and produce a toolkit for providing personalized communications and encouragement to use alternative modes, especially transit, that can be applied in Santa Cruz County and communities statewide.

**Project Product(s)**

User-Oriented Transit Travel Planning Project

**Previous Accomplishments**

Since 2011, the SCCRTC has developed more than 40 web pages of customer self-service solutions dedicated to expanding travel choices in Santa Cruz County; those pages were redesigned in FY 2014-15

Task	Description	Deliverables	Completion Date
1	Initiate project with partner agencies, produce a request for proposals (RFP) to secure consultant services and secure consultant	Partner meetings, agendas, RFP and consultant agreement	02/25/16
2	Working with project partners research individualized marketing programs, document best practices, tools, materials and evaluation methods	List of practices, tools, materials and evaluations for individualized marketing	03/11/16
3	Working with the selected consultant develop User-Oriented Transit Travel Planning testing, methodology and surveys (RTC and consultant)	Surveys, methodology and business operations systems for conducting pilot testing	07/31/16
4	Conduct and analyze User-Oriented Transit Travel Planning pilot testing at targeted workplaces and neighborhoods	List of targeted locations and analysis of testing	04/30/17
5	Prepare User-Oriented Transit Travel Planning Project Report and Toolkit for conducting an individualized transit marketing program in Santa Cruz County	Final report on research findings and toolkit	06/30/17

6	Develop public participation program that includes outreach materials and presentations	List of stakeholders, meeting agendas, minutes and notes, presentation materials	06/30/17
7	Coordinate and manage project (RTC)	Agreements, Quarterly reports, OWP, agendas, invoices and billing	06/30/17

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**WORK ELEMENT NUMBER 177**

**Freeway Service Patrol (FSP)**

**Agency:** SCCRTC

**Project Manager:** Kim Schultz, Senior Transportation Planner

**Total Budget:**

\$379,500

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	77,500	0	Caltrans	170,598	0
Services & Supplies	302,000	0	STIP	150,000	0
Reserves	0	0	Local	58,902	0
<b>TOTAL</b>	<b>379,500</b>	<b>0</b>	<b>TOTAL</b>	<b>379,500</b>	<b>0</b>

**Project Description**

SCCRTC Freeway Service Patrol (FSP) operates on Highways 1 and 17 in Santa Cruz County to assist stranded or stalled motorists, and to remove collisions and freeway debris that cause episodic traffic congestion. SCCRTC works closely with Caltrans and California Highway Patrol to implement the program.

**Project Product(s)**

Freeway Service Patrol towing services, invoices, service contracts, funding agreements, service statistics and reports

**Other Task (Nonfederal)**

Implement county level Freeway Service Patrol

**Previous Accomplishments**

In FY 2013-14, SCCRTC completed a procurement process and established new tow service contracts. In FY 2013-14, SCCRTC worked with Caltrans and the CHP to implement additional FSP service to mitigate congestion associated with a construction project on Highway 17. In 2014, the SCCRTC secured STIP funds for FSP service on Highway 1 for a two-year period. In 2014, SCCRTC replaced the PDA's used for data collection with mini iPads and updated data collection software to improve data collection efficiency. In FY 2015-16 RTC has been working with Caltrans to obtain better congestion data for Highway 17 and secure the FSP funding corresponding to Santa Cruz County.

Task	Description	Deliverables	Completion Date
1	Administration: Provide supplies as needed, monitor use, evaluate future program needs, and process invoices for payment of service from contractors.	Tow truck service to motorists, invoices, purchase orders, statistics, and reports	06/30/17
2	Conduct quarterly training and informational meetings with Caltrans, CHP and tow operators and partner with TAMC for the quarterly trainings	Training sessions, agendas and materials	06/30/17
3	Continue to provide tow truck service to motorists through contracts with tow service providers and under supervision of the CHP (RTC, contractor, CHP)	Tow truck service to motorists, contracts for service, logs and invoices	06/30/17
4	Represent agency at statewide oversight committee meetings to demonstrate effectiveness and to maintain and increase state funding for FSP program	Meeting participation, reports, presentations	06/30/17
5	Improve data collection techniques and enhance Personal Digital Assistants to improve truck tracking and vehicle dispatching capabilities.	Data reports and analysis	06/30/17

6	Work with other freeway service programs within region to enhance the program's cost-effectiveness	Cost effectiveness analysis	06/30/17
7	Prepare Annual Report	Annual report and presentation	06/30/17
8	Continue to promote the program and increase awareness	Outreach materials in English and Spanish	06/30/17
9	Continue to implement and monitor the usage and effectiveness of FSP tow truck service in cooperation with CHP and Caltrans	Data reports and analysis	06/30/17
10	Coordinate FSP with neighboring counties	Phone calls, emails, letters and meetings	06/30/17
11	Consider revisions to FSP services based on analysis of usage and availability of funding	Analysis and reports	06/30/17
12	Maintain FSP data collection system and feed the data into the statewide FSP benefit/cost model to better reflect conditions of smaller FSP programs	Data reports and analysis	06/30/17
13	Investigate and pursue potential new funding sources for FSP programs	Phone calls, emails, letters and meetings	06/30/17

**WORK ELEMENT NUMBER 178****Service Authority for Freeway Emergencies (SAFE)**

Agency: SCCRTC

Project Manager: Ginger Dykaar, Transportation Planner

Total Budget:

\$399,300

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017****EXPENDITURES****REVENUE**

Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	135,000	0	SAFE Funds	349,300	0
Services & Supplies	264,300	0	MTC Contribution	50,000	0
<b>TOTAL</b>	<b>399,300</b>	<b>0</b>	<b>TOTAL</b>	<b>399,300</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The Santa Cruz County Service Authority for Freeway Emergencies (SAFE) operates the County's highway callbox system and works with the California Highway Patrol and Caltrans on motorist aid and highway safety projects and programs.

**Project Product(s)**

Service Authority for Freeway Emergencies call box system and extra CHP enforcement to reduce collisions

**Other Task (Nonfederal)**

Maintain and implement SAFE program and provide extra CHP enforcement

**Previous Accomplishments**

During FY 1991/92, the first full year of this program, SCCRTC implemented the SAFE Motorist Aid Callbox System in Santa Cruz County. In 1999, SCCRTC SAFE as a partner with the CHP and Caltrans initiated the Safe on 17 program to reduce collisions on Highway 17 with enforcement, engineered improvements and education. The program has successfully helped to reduce collisions by almost 50% over its life time. In FY 2014-15, SCCRTC SAFE completed an analysis of call box usage and as a result will reduce the number of call boxes in the system and upgrade the remaining call boxes.

Task	Description	Deliverables	Completion Date
1	Continue to work with contractors to provide reliable and efficient call box facilities and services	Roadside call box service	06/30/17
2	Complete mobility and site improvements as needed	ADA accessible call box sites	06/30/17
3	Track DMV collection of SAFE funds to ensure accurate revenue collection	Revenue history	06/30/17
4	Continue to work with the CalSAFE Committee to coordinate on statewide issues related to Call Box and motorist aid systems	Coordinated and consistent services	06/30/17
5	Work with other SAFE agencies in the region to solicit new contracts for call box implementation and maintenance services	Maintenance contract	06/30/17
6	Continue to administer enhanced CHP enforcement as part of the SAFE on 17 Program to reduce collisions and improve the safety of the transportation system	Enforcement data and reports	06/30/17

7	Continue the funding partnership with Metropolitan Transportation Commission to ensure continuation of the enhanced CHP enforcement on Hwy 17	Funding agreement and invoices	06/30/17
8	Continue to monitor and track collision and safety issues on Highways 1 and 17	Collision information	06/30/17
9	Coordinate with Caltrans, the County of Santa Cruz, and emergency services on disaster preparedness and evacuation planning	Communications with partner agencies and disaster and evacuation plans	06/30/17
10	Produce annual report for the Safe on 17 program and invoice MTC for funds	Annual report	06/30/17

**WORK ELEMENT NUMBER 179**

**Transportation Demand Management: Rideshare/Cruz511**

**Agency:** SCCRTC

**Project Manager:** Tegan Speiser, Cruz511 Manager

**Total Budget:**

\$313,010

Amy Naranjo, Transportation Planner

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

**EXPENDITURES**

**REVENUE**

Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	210,000	0	RSTP & RSTPX	263,010	0
Services & Supplies	81,100	0	Local Funds	50,000	0
Reserves	21,910	0			
<b>TOTAL</b>	<b>313,010</b>	<b>0</b>	<b>TOTAL</b>	<b>313,010</b>	<b>0</b>

**Project Description**

Through Rideshare/Cruz511 SCCRTC provides information and direct services to Santa Cruz County area residents, visitors and employers to encourage the use of sustainable transportation modes; increase vehicle occupancy through carpooling, vanpooling and riding the bus; eliminate vehicle trips through telecommuting and compressed work weeks; and implements other Transportation Demand Management (TDM) strategies. The TDM program establishes the strategies that result in more efficient use of available transportation resources. The program promotes sustainable transportation choices and implements programs that result in emission reduction, regional traffic congestion and delay mitigation, and reduction in vehicle trips and vehicle miles travelled. The work is done in coordination with the Transportation Agency for Monterey County , the Council of San Benito County Governments, the Association of Monterey Bay Area Governments, the Metropolitan Transportation commission for the San Francisco Bay Area, the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority.

**Project Product(s)**

Rideshare/Cruz511 Program

**Federally Eligible Task**

Promote sustainable transportation modes and choices region-wide through the coordination of incentives, promotional events, campaigns and information dissemination

**Previous Accomplishments**

Ride matching assistance; program/event promotion; regional coordination of TDM efforts; radio and TV interviews; newspaper articles and press releases; employer and college outreach; website development. Additional accomplishments include successfully completing 2013 Rideshare Week and 2012 Clean Air Month campaigns, funded in part by the Air District to educate and encourage sustainable transportation as a way to maintain good air quality. In FY 2014-15, the RTC incorporated 511 traveler information services to its rideshare program to increase traffic to the website to help grow the rideshare database and improve the opportunity for ridematching and use of alternative transportation.

Task	Description	Deliverables	Completion Date
1	Update and maintain content and design of websites	Updated Rideshare/Cruz511 Website	6/30/2017

2	Operate 429-POOL hotlines and coordinate regional participation and access to the 511.org online ride matching system. Maintain online database of people interested in a ride match.	Match lists, robust database	6/30/2017
3	Direct, monitor, and document media communications related to program's objectives and goals	Media releases, interviews, articles, etc.	6/30/2017
4	Assist employers in promoting multi-modal travel options and services through transportation fairs and on-site presentations	Scatter maps, presentation materials, list of employers	6/30/2017
5	Develop and apply a consistent set of evaluation measures for TDM projects and programs	Improved evaluation tools	6/30/2017
6	Participate in transportation-related air quality and climate change activities including those related to implementing State and Federal Clean Air Acts and other legislation such as AB 32 and SB 375	Promotional materials and handouts	6/30/2017
7	Promote and facilitate access to existing park and Ride Lots and plan for future P&R facility needs	Improved PNR facilities, signs, and agreements; usage counts	6/30/2017
8	Develop and maintain information on TDM initiatives in the community	Data on TDM programs	6/30/2017
9	Research most effective methods and strategies to meet program objectives	Information on other programs	6/30/2017
10	Coordinate with regional rideshare and transit service providers, promote transit services	Promotional materials and handouts	6/30/2017
11	Maintain the Cruz511 traveler information component	Website with traveler information regularly maintained	6/30/2017
12	Participate in periodic meetings of the Transportation and Air Quality Joint Marketing Committee	Agendas, notes and action items	6/30/2017
13	Participate in tri-county coordination of outreach campaigns - i.e. Rideshare Week	Agendas, notes and action items	6/30/2017
14	Prepare and conduct community outreach, education, and promotional materials and provide personalized ridematching services	Promotional materials and handouts	6/30/2017

**WORK ELEMENT NUMBER 251**

**Regional Travel Demand Model**

**Agency:** SCCRTC

**Project Manager:** Ginger Dykaar, Transportation Planner  
Rachel Moriconi, Senior Transportation Planner

**Total Budget:** \$36,557

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	21,557	0	Local	36,557	0
Contractual	15,000	0			
<b>TOTAL</b>	<b>36,557</b>	<b>0</b>	<b>TOTAL</b>	<b>36,557</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

Note: The contractual work listed in this work element is for collecting and reporting traffic volume, vehicle occupancy counts, and bicycle travel information

**Project Description**

The SCCRTC's regional travel demand model work element involves collecting and reporting data on the county's transportation network for use by AMBAG in updating the regional travel demand model. It also involves coordinating with and assisting AMBAG on various data collection efforts and the improvement and more effective use of the regional travel demand model. In addition, data collected is placed on the RTC website for other agencies or project proponents and developers to use as needed.

**Project Product(s)**

Traffic, vehicle occupancy and bicycle counts with GIS information as available  
Traffic count data on web page  
Improved regional travel demand model

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Collect data on the transportation network including traffic, vehicle occupancy and bicycle counts; and work with AMBAG to update and improve the regional travel demand model **0%**

**Previous Accomplishments**

SCCRTC collects traffic count data annually through consultant services and collects traffic count information to provide to AMBAG for improvement of the regional travel demand model. In partnership with the Community Traffic Safety Coalition and UCSC, SCCRTC collected bicycle travel data and worked with AMBAG on regional travel demand model improvements to better incorporate the bicycle and transit modes. SCCRTC also worked with SC METRO on bus ridership surveys. This work element also helps support implementation of the Unified Corridor Investment Study.

Task	Description	Deliverables	Completion Date
1	Coordinate the collection of traffic volume and vehicle occupancy data at various locations throughout the county, using consultant services as budgeted - (Consultant and RTC)	Traffic count data	06/30/17
2	Post traffic count data on RTC's website for easy access and reference by government agencies and members of the public	Webpage with count data	06/30/17

3	Work with Caltrans to compile traffic count data for Santa Cruz County to share with local jurisdictions, UCSC and AMBAG.	Traffic count data usable by entire region	06/30/17
4	Provide traffic count data to local, state and federal agencies, land use development proponents and members of the public as needed	Phone calls, email and other communication with traffic information	06/30/17
5	Continue working with AMBAG and Santa Cruz Metro on the inclusion of transit information in the travel demand model	Transit data for model	06/30/17
6	Continue working with local jurisdiction, AMBAG and the Transportation Agency for Monterey County (TAMC) on coordinated and/or joint traffic counting services and/or reporting	Coordinated transportation data	06/30/17
7	Work with AMBAG to improve the regional travel demand model to better incorporate various travel modes and be more usable for the development of regional planning and programming documents	Improved travel demand model	06/30/17
8	Conduct bicycle counts and make data available to partner agencies as requested - (Consultant and RTC)	Bicycle use data	06/30/17
9	Assist AMBAG in the development and finalization of model outputs and scenario analysis	Improved travel demand model	06/30/17
10	Assist AMBAG to gather Santa Cruz County information required for model development and sketch planning tool	Data for travel demand model	06/30/17
11	Work with AMBAG on the coordination of the disaggregation and verification process of the model	Improved travel demand model	06/30/17
12	Continue working with AMBAG to assess how well the travel demand model can assess mode shift given new bike facilities	Improved bicycle component of travel demand model	06/30/17
13	Work with AMBAG and other partner agencies on potential enhancements to the regional travel demand model to determine the relationships between various land use-transportation factors and safety outcomes	Phone calls, email and other communication	06/30/17

**WORK ELEMENT NUMBER 260****Sustainable Transportation Prioritization Plan**

Agency: SCCRTC

Project Manager: Karena Pushnik, Sr. Transportation Planner

Total Budget:

\$122,353

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017****EXPENDITURES****REVENUE**

Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	77,165	0	Sustainable Communities	108,314	0
Contractual	45,188	0	Local	14,039	0
Materials & supplies		0			
<b>TOTAL</b>	<b>122,353</b>	<b>0</b>	<b>TOTAL</b>	<b>122,353</b>	<b>0</b>

**Project Description**

The Sustainable Transportation Prioritization Plan for Santa Cruz County will use innovative and effective techniques to engage the community decision-making about sustainable transportation system benefits, solutions for transportation funding needs, land uses and short/ long range priorities. The RTC will utilize cutting edge outreach techniques -- including focus groups, infographics, citizen ambassadors, and visualization tools -- to involve, collaborate and engage with a broad cross section of community members to develop a multimodal transportation investment prioritization plan that addresses sustainability, equity, preservation, mobility, and safety in Santa Cruz County. This project includes development of a public engagement toolkit that can be used by Caltrans and other communities.

**Project Product(s)**

Sustainable Transportation Prioritization Plan and Public Engagement Toolkit

**Previous Accomplishments**

The RTC has been working for a number of years to better address sustainability through the transportation planning process. The RTC engaged the services of the North American Sustainable Transportation Council (NASTC) to employ their Sustainable Transportation Analysis and Rating System (STARS) to the development of the environmental documents for Highway 1 corridor improvements. The RTC then used NASTC and STARS for the production of the 2014 Regional Transportation Plan.

Task	Description	Deliverables	Completion Date
1	Direct, manage and oversee consultant work and payment for their work	Consultant contract amendments, invoices, phone calls, emails and other communications	10/31/17
2	Work with stakeholders, partners and consultant to develop messages, graphics and visualization	messages, infographics and visual simulations including Spanish	02/28/17
3	Hold stakeholder and focus group meetings and provide presentations to community groups throughout the county	Meeting agendas and notes; presentations and public input	04/28/17
4	Conduct visualization exercises at community events	List of events, presentations, summary of public input	04/28/17
5	Develop draft public engagement report and toolkit	draft report and toolking; presentation to RTC Board	08/31/17
6	Finalize report and produce sustainable transportation prioritization plan	Final report and sustainable transportation prioritization plan	11/31/17
7	Coordinate, manage and administer project (RTC)	Agreements, quarterly reports, OWP, agendas, invoices and billing	12/31/17

**WORK ELEMENT NUMBER 614**

**Bicycle and Pedestrian Planning**

**Agency:** SCCRTC

**Project Manager:** Cory Caletti, Bicycle Coordinator  
Grace Blakeslee, Senior Transportation Planner

**Total Budget:** \$220,753

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	70,753	0	STIP	30,000	0
Contractual	150,000	0	Local	190,753	0
<b>TOTAL</b>	<b>220,753</b>	<b>0</b>	<b>TOTAL</b>	<b>220,753</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The objective of this program is to ensure the development of a regional pedestrian and bicycle infrastructure as an integral part of the overall transportation system for the Santa Cruz County and the AMBAG region. This helps to ensure a better integrated and connected transportation system across modes and helps to ensure a safer transportation system for non-motorists. This work element includes working with cities and the county to develop, update and implement bicycle and pedestrian plans and active transportation plans and integrate active transportation planning in all transportation planning efforts, including project plans, corridor plans and studies, specific area plans, general plans, the regional transportation plan and the metropolitan transportation plan. Work with the Transportation Agency for Monterey County and AMBAG to ensure that the local active transportation planning efforts are the components that lead to a more robust and integrated active transportation infrastructure for the entire AMBAG region.

**Project Product(s)**

Bicycle Advisory Committee meetings and materials, updated bicycle plans and active transportation plans, coordinated and safer multimodal transportation system

**Federally Eligible Tasks**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Planning for a better developed and safer bicycle and pedestrian transportation network that is integrated with other modes and coordinated across the AMBAG region

**0%**

**Previous Accomplishments**

In FY14-15 and 15-16, the SCCRTC and the Bicycle Advisory Committee reviewed and provided input into the Sustainable Santa Cruz County Plan, Metro Station redesign plans, the Regional Transportation Plan project list, AMBAG's Public Participation Plan, green lane treatments, bicycle and mode split counts, Transportation Development Act claims, the Cruz511 Traveler Information program, the RTC's Passenger Rail Feasibility Study, the Transportation Investment Plan, state and federal legislative programs, the Chanticleer Bike/Ped overcrossing, as well as design plans for the City of Santa Cruz and City of Watsonville rail trail projects. The Bicycle Advisory Committee continued to work on improving bicycle travel on Highway 1 as part of the centerline and shoulder rumble strip project. Through ad-hoc committees, the Committee examined and made recommendations on improvements for gap closures or other safety measures throughout the county, as well as assisting with bicycle safety observations conducted by the Health Services Agency.

Step	Description	Deliverables	Completion Date
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1	Coordinate and provide staff support for SCCRTC's Bicycle Committee including the production of agendas, staff reports and minutes for six meetings per year.	Agendas, agenda packets, meetings and minutes	08/14/2016 10/16/2016 12/11/2016 02/12/2017 04/15/2017 06/17/2017
2	Work with the City of Santa Cruz, the University of California at Santa Cruz (UCSC) and other local jurisdictions to modify and update their bicycle transportation plan into Active Transportation Plans ensuring that federal and state requirements are met and that bicycle facilities are coordinated with other modes and facilities throughout the region.	Active Transportation Plan for Santa Cruz and UCSC and other local jurisdictions	06/30/17
3	Engage the public in the bicycle and transportation planning efforts including the Watsonville community through coordination with Jovenes Sanos, County of Santa Cruz Health Services Agency and other community groups	Meetings, presentations, and information materials in English and Spanish	06/30/17
4	Work with the local jurisdiction on implementation of their plans and policies to ensure that bicycle and pedestrian travel is adequately integrated and coordinated with other modes and across the region and with overall development to ensure a better integrated and safer multimodal transportation system and employment of a complete streets approach as required by AB 1358.	Bicycle transportation network consistent with approved general plans and bicycle plans	06/30/17
5	Pursue continued collection of bicycle count and mode split data	Bicycle counts and mode split data	06/30/17
6	Continue working with AMBAG in its efforts to improve the regional travel demand model to include a bicycle and active transportation component	Phone calls, emails, meetings, analysis of bicycle use data	06/30/17
7	Coordinate with and participate in Caltrans active transportation planning efforts and improvement of Active Transportation Program guidelines, including the production of the statewide Bike/Ped plan	Agendas, materials, communications and active, bike and ped transportation plans	06/30/17
8	Coordinate with local, regional, state and federal agencies on bicycle and pedestrian planning and funding efforts	Phone calls, emails, meetings, and information materials	06/30/17
9	Work with the County of Santa Cruz, Caltrans, local community groups, businesses and the public on planning for improved bicycle and pedestrian access and facilities in the San Lorenzo Valley that is coordinated with the regional bicycle and pedestrian infrastructure and other transportation modes	Phone calls, emails and meetings	06/30/17
10	Work with the County of Santa Cruz, Caltrans and community groups on bicycle safety improvements including green bike lane treatments at select freeway interchanges throughout the county	Phone calls, emails and meetings	06/30/17

**WORK ELEMENT NUMBER 615**

**Bicycle and Pedestrian Projects and Programs**

**Agency:** SCCRTC

**Project Manager:** Cory Caletti, Bicycle Coordinator  
 Karena Pushnik, Senior Transportation Planner

**Total Budget:** \$677,473

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	177,473	0	RSTP Exchange	50,000	0
Contractual	500,000	0	Coastal Conservancy	500,000	0
Other		0	Local	127,473	0
<b>TOTAL</b>	<b>677,473</b>	<b>0</b>	<b>TOTAL</b>	<b>677,473</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The objective of this program is to encourage a safer bicycle and pedestrian transportation network through the funding, support and implementation of bicycle and pedestrian safety and education programs and projects working in partnership with the Community Traffic Safety Coalitions, Bike to Work, partner agencies, the local jurisdictions, the business community and the community at large.

**Project Product(s)**

Improved awareness and expanded bicycle and pedestrian transportation alternatives.

**Federally Eligible Tasks**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Coordinate and advance bicycle and pedestrian projects and programs in Santa Cruz County

**0%**

**Previous Accomplishments**

In 2015, the RTC continued implementation of the Monterey Bay Sanctuary Scenic Trail Network (and Coastal Rail Trail spine) as defined in the adopted Master Plan. The Master Plan received multiple awards for planning excellence and was also adopted by all coastal local jurisdictions. RTC staff also submitted a successful grant for a 5 mile north coast project from the Federal Lands Access Program with matching funds provided by the Land Trust of Santa Cruz County and the California Coastal Commission. Planning and funding solicitations continued for overall project implementation. In 2015, the RTC completed a bike route signage plan, sought and received Active Transportation Program funding to implement the plan.

Task	Description	Deliverables	Completion Date
1	Continue financial support of the Bike to Work/School program, and the Community Traffic Safety Coalition (CTSC) - (Consultants and RTC)	Bike week 2017; Work Plan implementation	06/30/17
2	Continue funding and promoting the bilingual bicycle and pedestrian safety education program (Ride N' Stride) at schools - (Consultant and RTC)	Approved allocations; trainings	06/30/17
3	Investigate methods to reduce vehicle travel by expanding and enhancing bicycle and pedestrian travel	Expanded bike and ped facilities	06/30/17
4	Continue to compile and update digitized bikeway information to be provided to the public as a roadway layer through the County's GIS webpage	Digitized map information	06/30/17
5	Continue outreach and administration of Bicycle Hazard and Pedestrian Access Reports to identify network deficiencies	Compiled reports	06/30/17

6	Continue working with the Pedestrian Safety Task Force to implement the findings of the report "Improving Safety and Accessibility of Sidewalks in Santa Cruz County"	Improvements to sidewalks	06/30/17
7	Implement a Bicycle Route Signage system through coordination with local jurisdictions, bicycle advocates and community members. Review planned routes and coordinate with stakeholders.	Bike route signage plan	06/30/17
8	Implement the Monterey Bay Sanctuary Scenic Trail Network (and Coastal Rail Trail spine) project as defined in the adopted Master Plan; continue to apply for funding for additional rail trail segment implementation, coordinate with local jurisdictions and execute contracts, and develop overall guidelines and policies.	Funding, implementation plans, guidelines and policies	06/30/17
9	Continue updating and distributing the Santa Cruz County Bikeways Map	Updated bikeways map	06/30/17



**WORK ELEMENT NUMBER 621****Elderly & Disabled & Americans with Disabilities Act**

Agency: SCCRTC

Project Manager: Grace Blakeslee, Sr. Transportation Planner

Total Budget:

\$69,753

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017****EXPENDITURES****REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	69,753	0	Local	69,753	0
<b>TOTAL</b>	<b>69,753</b>	<b>0</b>	<b>TOTAL</b>	<b>69,753</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

To plan and coordinate the delivery of transportation services to the elderly and persons with disabilities, and to achieve economies of scale among human service and transportation agencies. Additionally, this work element identifies the transportation needs of traditionally underserved groups (elderly, persons with disabilities, persons of color, and low-income) and assesses the adequacy of the transportation system to meet those needs.

**Project Product(s)**

Agenda packets and minutes of the Elderly and Disabled Transportation Advisory Committee

Inclusion of transportation needs of elderly and disabled into transportation planning and programming efforts and documents

**Federally Eligible Task****Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Administer and conduct Elderly and Disabled Transportation Advisory Committee meetings

**0%**

**Previous Accomplishments**

SCCRTC worked with AMBAG and other regional and local partner agencies to update the Coordinated Public Transit Human Services Transportation Plan. The SCCRTC Elderly and Disabled Transportation Advisory Committee established the Pedestrian Safety Work Group to work on accessible pedestrian planning. SCCRTC holds E&D Transportation Advisory Committee meetings regularly to coordinate with public transit operators and social service providers. The RTC continues to work to implement the planning efforts of the report titled "Safe Paths of Travel: Projects, Results and Continuing Efforts" funded by an Environmental Justice Planning grant through Caltrans.

Step	Description	Deliverables	Completion Date
1	Provide staff support to the E&D Transportation Advisory Committee	Agenda, agenda packet and minutes	06/30/17
2	Implement the accessible pedestrian planning program through the Pedestrian Safety Work Group (subcommittee)	Annual report summarizing activities	06/30/17

3	Continue to coordinate with local public, private, and non-profit entities involved in providing specialized transportation, including Community Bridges, the Volunteer Center, SCMTD and its Metro Advisory Committee (MAC) to ensure that all planning documents incorporate the needs of the elderly, disabled and low income communities.	Phone calls, meetings, reports and presentations	06/30/17
4	Work with the E&D Transportation Advisory Committee to conduct outreach to the elderly, disabled and low income communities in the region on transportation needs to be included in RTP, MTP, RTIP and FTIP.	Public meetings, outreach materials, reports and presentations	06/30/17
5	Update the Guide for Specialized Transportation and provide other public information materials on transportation planning and programming for specialized transportation	Updated public information materials	06/30/17
6	Review project plans to ensure consistency with Regional Transportation Plan policies for improved access to elderly and disabled individuals.	Project summaries and comments	06/30/17
7	Update the Coordinated Public Transit Human Service Transportation Plan	Updated plan	06/30/17
8	Work to ensure that transportation planning and programming at all levels in the region consider and incorporate the needs of the elderly, disabled and low income communities	Improved planning and programming documents	06/30/17

**WORK ELEMENT NUMBER 622**

**Transportation Planning for the Region**

**Agency:** SCCRTC

**Project Manager:** Ginger Dykaar, Senior Transportation Planner  
Grace Blakeslee, Senior Transportation Planner

**Total Budget:** \$235,291

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	210,291	0	RPA	98,604	0
Other	25,000	0	Local	136,687	0
<b>TOTAL</b>	<b>235,291</b>	<b>0</b>	<b>TOTAL</b>	<b>235,291</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The focus of this work element is implementation of the existing transportation plans for the region, preparation of the 2040 Regional Transportation Plan (RTP) for Santa Cruz County and coordination with AMBAG and other regional agencies on the production of the 2040 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy. Additionally, rules regarding regional transportation planning established by the federal transportation acts, will continue to be implemented. This work element also includes working with local jurisdictions to ensure that regional transportation policies and projects are included in local jurisdiction planning activities. Staff will also continue work on incorporating sustainability into all transportation planning documents and activities for the region.

**Project Product(s)**

Updates to the 2014 RTP and 2035 MTP/SCS to produce the 2040 RTP and 2040 MTP/SCS  
Environmental review of 2040 RTP

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Update the Metropolitan Transportation Plan (MTP) to produce a 2040 MTP

**0%**

**Previous Accomplishments**

SCCRTC worked with AMBAG and regional partners to complete the 2035 MTP/SCS and the 2014 RTP, which includes sustainability considerations and significant outreach to the community. SCCRTC also worked with AMBAG and other regional partners to complete environmental review for the plans. In FY 2015-16 RTC worked with AMBAG and other agencies to develop components of the 2040 RTP and 2040 MTP/SCS.

Task	Description	Deliverable	Completion Date
1	Work with other entities in the region on long-range transportation planning activities within the region, including timelines, public participation efforts, updated project costs and revenue estimates, environmental documentation, and other efforts that may produce economies of scale in the production of the 2040 RTP and 2040 MTP/SCS	Components of RTP and MTP/SCS	06/30/17

2	Work with AMBAG, local jurisdictions, the public and other entities in the region to advance the goals, policies, and targets of the 2014 RTP and 2035 MTP/SCS including safety improvements and greenhouse gas emission reductions. Monitor performance of SCC to advance sustainability targets where feasible given limited data availability.	Performance monitoring where feasible.	06/30/17
3	Implement a comprehensive public participation and outreach program for the 2040 MTP and 2040 RTP that may include public workshops, public meetings, printed materials, web site information, public surveying, bilingual outreach, Facebook posts, email distributions, media releases, radio, etc.	Outreach materials that may include email distributions, website updates, facebook posts, surveys, media releases, including outreach to Spanish speaking population.	06/30/17
4	Continue to work with AMBAG, Caltrans and local agencies to implement the RTP's and MTP's projects, policies, sustainability and safety goals through the various planning and capital improvement programming actions.	Programming documents that reflect MTP and RTP policies, goals and priorities	06/30/17
5	Working with local jurisdictions, AMBAG, and other partner agencies, identify and document transportation projects and programs required to meet regional and interregional goals, policies and targets including mobility, access, safety, maintenance, and greenhouse gas emission reductions.	Phone calls, emails, meetings, outreach materials	06/30/17
6	Work to develop potential new transportation revenues to decrease the funding shortfalls and help to implement the projects in the MTP and RTP; this may include placing a county-wide 1/2 cent sales tax measure on the November 2016 ballot and pursuing other funding options in the future such as a vehicle registration fee.	Analysis of revenue options	06/30/17
7	Work with Caltrans and AMBAG on implementing regional planning and transportation safety requirements enacted through the federal transportation acts	Planning documents consistent with federal requirements	06/30/17
8	Apply the Sustainable Transportation Analysis and Rating System (STARS) process to the implementation and updates of the MTP and RTP to ensure a more sustainable transportation planning process.	STARS analysis of MTP and RTP	06/30/17
9	Ensure consistency between the MTP and RTP with other transportation planning documents in the region such as general plans, active transportation plans, climate action plans, etc. to ensure that all other planning documents that include transportation are consistent with the MTP.	Planning documents consistent with MTP and RTP	06/30/17
10	Ensure that projects proposed for federal, state or local funding are consistent with the MTP and RTP	Programming documents consistent with MTP and RTP	06/30/17
11	Continue to participate in Caltrans system planning activities including the California Transportation Plan, Strategic Highway Safety Plan, Interregional Transportation Strategic Plan, District 5 System Management Plan, Transportation Concept Reports, and Ramp Metering Development Plan	Regional and state planning documents coordinated with local plans	06/30/17

**WORK ELEMENT NUMBER 641**

**Transportation Improvement Programs (TIP)**

**Agency:** SCCRTC

**Project Manager:** Rachel Moriconi, Senior Transportation Planner

**Total Budget:**

**\$300,749**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

**EXPENDITURES**

**REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	250,749	0	State RPA	67,116	0
Contractual	50,000	0	STIP	145,000	0
			Local	88,633	0
<b>TOTAL</b>	<b>300,749</b>	<b>0</b>	<b>TOTAL</b>	<b>300,749</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

Note: FHWA PL and RPA funds are not used for the administration of capital programs included in Steps 13 -17 below

Note: Contractual work under this work element is paid for by local funds and is for assistance with the analysis of programming criteria or potential development of funding sources

**Project Description**

Administer and monitor federal aid funding programs whose projects are included in the federal transportation improvement program, including programs identified in FAST Act such as the Surface Transportation Block Grant Program (formerly RSTP) and Transportation Alternatives Program (TAP), Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), and Federal Lands Access Program; as well as the State Transportation Improvement Program (STIP). This includes the production, maintenance and amendments of programming documents required for federally funded and regionally significant projects. The work also includes assisting project sponsors with compliance of requirements to receive the funds and deliver the federally funded and regionally significant projects. This work element also includes leveraging federal funds to secure any required match and funding from other sources to deliver as many regionally significant transportation projects as possible. Produce and implement the Regional Transportation Improvement Program (RTIP) to secure State Transportation Improvement Program (STIP) funds for federally funded and regionally significant projects to ensure delivery of as many regionally significant projects as possible that are included in the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP). Work with regional and state partners on appropriate implementation of the federal transportation act, FAST Act, in California.

**Project Product(s)**

FY 2016/17 to FY 2019/20 Metropolitan Transportation Improvement Program (MTIP) and amendments

Funding applications and decisions for Surface Transportation Block Grant Program funds (aka Regional Surface Transportation Program (RSTP))

Amendments to the 2016 Regional Transportation Improvement Program and State Transportation Improvement Program

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL)**

Production and maintenance of the MTIP and other programming documents to secure funding and delivery of federally funded and regionally significant projects.

**0%**

Implementation, administration and monitoring of federal aid funding programs

**Previous Accomplishments**

In 2014 SCCRTC programmed Regional Surface Transportation Program (RSTP) funds for projects on federal-aid routes and regionally significant projects. In FY 2015-16, the RTC worked with the CTC and project sponsors to address the significant reduction in STIP funding and amend programming documents accordingly. SCCRTC also assisted project sponsors in delivering federally funded projects.

Task	Description	Deliverables	Completion Date
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1	Prepare, amend and maintain the Regional Transportation Improvement Program (RTIP) to ensure full funding and delivery of projects in the MTP/SCS and MTIP	Initial materials and timeline	06/30/17
2	Prepare application and programming documents for Surface Transportation Block Grant Program (aka RSTP) and State Transportation Improvement Program (STIP) funds	Application and timeline	06/30/17
3	Solicit and receive projects for the Regional Surface Transportation Program (RSTP) and State Transportation Improvement Program (STIP)	Funding applications	06/30/17
4	Review and evaluate project proposals for the RTIP including their potential to improve safety of the transportation system; produce draft programming recommendations and program funds	Recommendations and staff reports and materials	06/30/17
5	Work with AMBAG to prepare amendments to the MTIP and any supporting programming documents such as the RTIP and STIP as needed	Materials for MTIP amendments	06/30/17
6	Coordinate with AMBAG, Caltrans and other entities as needed on all Federal Transportation Improvement Program (FTIP) amendments and amendments of other programming documents such as the Regional Transportation Improvement Program and the State Transportation Improvement Program (STIP) that impact the FTIP	FTIP amendments	06/30/17
7	Conduct planning and project activities (including corridor studies, project initiation documents and other transportation planning studies) to identify and develop candidate projects for the Federal Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP) - (RTC and Consultant)	Planning studies	06/30/17
8	Monitor the state and federal transportation budgets and work with Caltrans and the California Transportation Commission on obtaining funding for federally funded and regionally significant projects included in the FTIP, STIP, RTIP, and MTP/RTP	State and federal transportation budget information materials and reports	06/30/17
9	Monitor federal actions with regard to federal transportation act reauthorization, implementation, extensions and appropriations to ensure full funding and delivery of projects in the MTP and MTIP	Materials and reports, teleconferences phone calls	06/30/17
10	Program funds for projects through federal and state funding programs that provide funding for regionally significant projects included in the MTIP such as the State Transportation Improvement Program (STIP) and the Surface Transportation Block Grant Program (aka RSTP)	Transportation improvement program documents	06/30/17
11	Monitor the implementation of RSTP, STIP, HSIP, TAP, NHPP, HBP, Earmark, and other federally-funded projects, with an emphasis on project delivery, timely use of funds and compliance with all Federal and state laws and California Transportation Commission guidelines to ensure delivery of federally funded and regionally significant projects	Communications with project sponsors	06/30/17
12	Streamline delivery of qualifying and approved regionally significant projects, exchange federal RSTP/STBGP funds for State funds through the State's STP Exchange program	Reports, resolutions, and agreements	06/30/17
13	Assist local agencies in filing and monitoring funding allocation requests to deliver regionally significant projects	Allocation requests	06/30/17
14	Work with AMBAG and Caltrans to monitor both major and minor state highway projects and to fulfill project monitoring and project delivery responsibilities	Communications with partner agencies	06/30/17
15	Work with AMBAG, counterpart regional agencies, Caltrans and the California Transportation Commission (CTC) on the development of implementation policies and procedures for federal and state funding programs	Improved funding procedures	06/30/17

16	Prepare state and federally-mandated information and reports for AMBAG, Caltrans, FHWA, and the CTC	Reports	06/30/17
17	Monitor development of performance measures as part of FAST Act implementation to maximize efficiency of implementation of the MTP and MTIP	Reports, communications with state and federal agencies	06/30/17
18	Implement a comprehensive public participation and outreach program for production of the various programming documents and funding decisions that includes public workshops, public meetings, printed materials, web site information, public surveying, segments of the Transportation Cafe television program, bilingual outreach, social media, media releases, radio, etc.	Outreach materials including materials in Spanish and to traditionally underrepresented communities	06/30/17
19	Investigate and evaluate the feasibility of a county wide development impact fee for regional transportation projects	Communications with partner agencies	06/30/17



**WORK ELEMENT NUMBER 682**

**Rail/Trail Authority (SCCRTC)**

**Agency:** SCCRTC

**Project Manager:** Luis Pavel Mendez, Deputy Director

**Total Budget:**

\$890,010

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

**EXPENDITURES**

**REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	190,010	0	STIP	0	0
Construction	590,000	0	RSTPX	527,822	0
Services & Supplies	95,000	0	Local	195,000	0
Contingency	15,000	0	Reserves	167,188	0
<b>TOTAL</b>	<b>890,010</b>	<b>0</b>	<b>TOTAL</b>	<b>890,010</b>	<b>0</b>

**Project Description**

This work element involves management and development of the Santa Cruz Branch Rail Line right-of-way and planning for improved future uses. The Regional Transportation Commission is also planning to institute recreational passenger rail service. The possibility of potential bicycle and pedestrian paths using the right-of way adjacent to the rail line is shown within the bicycle pedestrian projects work element.

**Project Product(s)**

SCCRTC meeting materials; Implementation plan for recreational rail service; agreements with operators; leases

**Other Task (nonfederal)**

Ownership and management of Santa Cruz Branch Rail Line right-of-way and its operation

**Previous Accomplishments**

In FY 2012-13, the SCCRTC completed the purchase of the Santa Cruz Branch Rail Line from Union Pacific and selected Santa Cruz & Monterey Bay Railway (a company of Iowa Pacific Holdings) to operate freight and passenger service. Working with SCCRTC and the community, SC&MB Railway operates tourist train service for the Christmas holiday and provides freight service. In FY 2014-15, the RTC completed rehabilitation work on four bridges, including reconstruction of the La Selva Beach trestle.

Task	Description	Deliverables	Completion Date
1	Establish contracts and systems to effectively, efficiently and reliably operate the freight service, maintain the rail line and manage the ownership of the property	Service contracts, leases, property management policies	06/30/17
2	Investigate lease possibilities, update old leases and secure new leases	Updated leases	06/30/17
3	Coordinate operation of the Santa Cruz Branch Rail Line, including current and future uses, with operators, shippers, partner agencies and local jurisdictions	Operation agreements	06/30/17

4	Work with rail service operators on the development of additional recreational rail service between Santa Cruz and Davenport	Rail service plan and implementation	06/30/17
5	Seek planning grants funds for the production of feasibility studies and implementation plans for various types of passenger and transit service on the Santa Cruz Branch Rail Line; work done with grants from successful applications may be done under separate work elements.	Grant applications	06/30/17
6	Guide consultant and contractor work on the rehabilitation of structures of the Santa Cruz Branch Rail Line and other improvements in cooperation with SC&MB Railway	Meetings, agendas, minutes, phone calls	06/30/17
7	Seek funding for other necessary improvements to the Santa Cruz Branch Rail Line in cooperation with SC&MB Railway and other regional partners	Funding applications and requests	06/30/17
8	Review and participate in the production of the State Rail Plan and regional rail service efforts that could benefit Santa Cruz County travelers	Plan production materials and State Rail Plan	06/30/17
9	Continue to work with the Transportation Agency for Monterey County, the Coast Rail Coordinating Council, Caltrain, AMTRAK and Caltrans Division of Rail to support the establishment of a rail station at the Pajaro station for any new or expanded rail passenger service on the coast mainline	Meetings, phone calls, email, reports, presentations	06/30/17

**WORK ELEMENT NUMBER 683**

**Highway and Roadway Planning (SCCRTC)**

**Agency:** SCCRTC

**Project Manager:** Rachel Moriconi, Senior Transportation Planner

**Total Budget:** \$108,080

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	108,080	0	State RPA	62,981	0
Other		0	Local	45,099	
<b>TOTAL</b>	<b>108,080</b>	<b>0</b>	<b>TOTAL</b>	<b>108,080</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

This work element is for the planning work necessary to maintain and improve the roadway and highway system for efficient movement of people and goods. The work includes participation and coordination with Caltrans on the State Highway Operations and Protection Program, Project Initiation Documents, and any other planning documents and efforts to improve the operation and safety of the state highway system. The work also includes participation with local jurisdictions and other partner agencies in their planning efforts to maintain and improve the operation and safety of the highway and roadway system and intersections of the system. This element also includes working with Caltrans, AMBAG and other regional agencies on the effective movement of goods into, out of and through Santa Cruz County.

**Project Product(s)**

- SR 1 Transportation Concept Report
- Highway 17 Access Management Plan
- Highway 17 Wildlife corridor planning
- Improved operation, safety and mobility on the region's highway and roadway system

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Task	Description	Deliverables	Completion Dates
	Work with Caltrans and local jurisdictions and other entities on planning for improved roadways and highways	0%	
1	Work with Caltrans and local agencies on the development of the State Highway Operation and Protection Program (SHOPP) to ensure that well in advance of its drafting the regional and interregional safety and mobility needs of the Santa Cruz County highway system are considered for inclusion in the draft document. This includes coordination with Caltrans and the Interagency Technical Advisory Committee at meetings and other communications means.	Communications with partner agencies and information materials, coordinated SHOPP	06/30/17
2	Work with partner agencies on preparation and update of a regional road assessments to establish roadway funding needs and priorities for inclusion in programming documents.	Regional roads assessment and updates	06/30/17

3	Prepare public information materials in English and Spanish regarding highway and roadway needs and priorities and to communicate to decision makers and the public the need for funding these priorities.	Public information materials, reports and presentations	06/30/17
4	Work with Caltrans, the CHP and other transportation partners through the Traffic Operation Systems (TOS) Oversight Committee and Safe on 17 Task Force to identify safety, mobility and operations needs, priorities and improvements for inclusion in planning and programming documents.	Communications with partner agencies and meetings	06/30/17
5	Work with Caltrans, the CHP, County Public Works and the community to produce the State Route 17 Access Management Plan, including development and implementation of public engagement activities.	Public outreach materials and State Route 17 Access Management Plan	06/30/17
6	Work with Caltrans, resource agencies and local partners to produce a SR 1 Transportation Concept Report, which identifies strategies for that preserve and enhances this critical transportation link while preserving and enhancing the critical habitat in the region.	Meetings, communications, Feasibility Study, Modeling, and concept report	06/30/17
7	Review and participate in the production of the Caltrans Transportation Concept Reports to help ensure consistency with the Regional Transportation Plan	Meeting materials, communications and Concept Reports for state highways	06/30/17
8	Work with Caltrans, the County of Santa Cruz, and the public to identify priorities for the Highway 9 Corridor	Meeting materials, communications and documentation of multimodal needs on SR9	06/30/17
9	Work with METRO as requested to conduct a study to identify opportunities to operate transit service on freeway shoulders.	Meeting materials, communications, and report of Transit on Shoulders in Santa Cruz County	06/30/17
10	Review and participate in planning efforts associated with the California Transportation Plan, California Freight Mobility Plan, the Caltrans District 5 System Management Plan, Transportation Concept Reports, Ramp Metering Development Plan and Central Coast Coalition products.	Meetings, communications, reports and coordinated state and regional plans	06/30/17
11	Work with Caltrans and local agencies to develop and implement strategies of the Strategic Highway Safety Plan (SHSP) appropriate to Santa Cruz County and investigate the possibility of developing a dedicated transportation safety plan for Santa Cruz County	Safety strategies, communications and reports	06/30/17
12	Work with Caltrans, the Land Trust of Santa Cruz County and other transportation partners to develop plans for improved motorist safety and wildlife protection along Highway 17.	Meeting materials and communications with partner agencies.	06/30/17

**WORK ELEMENT NUMBER 684**

**Highway 1 Corridor Investment Program (SCCRTC)**

**Agency:** SCCRTC

**Project Manager:** Kim Shultz Senior Transportation Planner

**Total Budget:**

\$1,185,545

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2016-2017**

**EXPENDITURES**

**REVENUE**

Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	260,000	0	RSTP Exchange	956,247	0
Other	910,720	0	CMIA	229,298	
Contingencies	14,825	0			
<b>TOTAL</b>	<b>1,185,545</b>	<b>0</b>	<b>TOTAL</b>	<b>1,185,545</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

SCCRTC is responsible for tasks including the implementation of the Project Approval/ Environmental Documents (PA/ED) phase for the Highway 1 Corridor Investment Program, which includes HOV Lanes and bicycle and pedestrian crossings. Through this investment program the SCCRTC will produce a tiered environmental document with project level environmental review for auxiliary lanes between 41st Avenue and Soquel Drive and a bicycle and pedestrian overcrossing at Chanticleer. The remainder of the corridor will be analyzed at a programmatic level to assist with future investments on sections of the corridor. The RTC will also produce environmental review and design for a bicycle and pedestrian over crossing at Mar Vista.

**Project Product(s)**

Tiered environmental documents for the Highway 1 Corridor Investment Program and a project level analysis for the Highway 1 41st-Soquel Auxiliary Lanes project, and preliminary design/environmental analysis for the Mar Vista Pedestrian/Bicycle Crossing of Highway 1.

**Other Task**

Project Approval/ Environmental Documents (PA/ED) for the Highway 1 Corridor Investment Program and the Highway 1 41st-Soquel Auxiliary Lanes project

Task	Description	Deliverables	Completion Date
1	Guide the consultant work, in cooperation with the Project Development Team, Caltrans, local, and regional agencies on the completion of the tiered environmental documents for the Highway 1 Corridor Investment Program and the 41st to Soquel auxiliary lanes and initiate work preliminary design and environmental analysis on the Mar Vista Pedestrian/Bicycle Crossing of Highway 1.	Meetings, agendas, minutes	06/30/17
2	Participate in the Project Development Team (PDT) oversight	Communication with team members	06/30/17
3	Coordinate with Caltrans and the consultant team to meet all funding and project reporting requirements.	Reports, invoices	06/30/17

4	Implement public outreach plans for the environmental documents project and construction project including outreach to traditionally underrepresented communities	Public meetings, outreach materials in English and Spanish	06/30/17
5	Coordinate public outreach efforts with other RTC projects and other local and regional agencies, and respond to concerns from residents and businesses	Coordinated outreach, responses to public	06/30/17
6	Release requests for proposals and select consultants for various environmental review and design work activities	RFP's, consultant contracts	06/30/17

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### Fiscal Year 2016-17 SCCRTC Work Program Funding Summary

	RPA	STIP	FTA Sec 5304	Local	Caltrans FSP	RTC SAFE	MTC SAFE	Coastal Conservancy	CMIA	RSTPX	TOTAL
WE101	21,882			12,653							34,535
WE102				659,500							659,500
WE112	86,417			145,301							231,718
WE113				60,672							60,672
WE176*			90,000	11,660							101,660
WE177		150,000		58,902	170,598						379,500
WE178						349,300	50,000				399,300
WE179				50,000						263,010	313,010
WE251				36,557							36,557
WE260**			108,314	14,039							122,353
WE614		30,000		190,753							220,753
WE615				127,473				500,000		50,000	677,473
WE621				69,753							69,753
WE622	98,604			136,687							235,291
WE641	67,116	145,000		88,633							300,749
WE682				362,188						527,822	890,010
WE683	62,981			45,099							108,080
WE684									229,298	956,247	1,185,545
<b>TOTAL</b>	<b>337,000</b>	<b>325,000</b>	<b>198,314</b>	<b>2,069,870</b>	<b>170,598</b>	<b>349,300</b>	<b>50,000</b>	<b>500,000</b>	<b>229,298</b>	<b>1,797,079</b>	<b>6,026,459</b>

\* Programmed \$119,995 - Grant \$150,000; project spans more than one fiscal year

\*\* Programmed \$114,868 - Grant \$229,735; project spans more than one fiscal year

**TO:** Regional Transportation Commission

**FROM:** Kim Shultz, Senior Transportation Planner

**RE:** Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing: Cooperative Agreement with Caltrans

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC):

1. Adopt a resolution ([Attachment 1](#)) authorizing the Executive Director to sign the Cooperative Agreement ([Attachment 2](#)) with Caltrans for the Project Approval and Environmental Documentation phase of the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing Project; and,
  2. Authorize staff to prepare and release a Request for Proposals to secure consultant services to complete the Project Approval and Environmental Documentation phase of the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing Project.
- 

## **BACKGROUND**

Caltrans, in collaboration with the RTC, completed conceptual planning for the improvement of the Highway 1 Corridor between San Andreas/Larkin Valley Road and Morrissey Boulevard in August 2002. The conceptual planning work (referred to as the Project Initiation Document) provided the basis for beginning the preliminary design and environmental analysis (referred to as the Project Approval and Environmental Documentation (PA&ED)) phase of the Highway 1 Corridor project. As part of that work, the RTC directed that a bicycle and pedestrian crossing of Highway 1 be established at Mar Vista Drive to provide a safe link to Mar Vista Elementary, Cabrillo College, and to commercial areas and the beach on the respective sides of the highway. After the RTC adopted the tiered environmental approach to analyzing the Highway 1 Corridor, the Federal Highway Administration (FHWA) directed that the draft tiered document for the Highway 1 Corridor be released prior to beginning work on the Mar Vista project to minimize any confusion over the separate environmental review processes. The Highway 1 Draft Tiered Environmental Document was released in November 2015 with public comments accepted through January 25, 2016. State and federal agencies are now in agreement that the preliminary design and environmental phase can begin on the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing Project.

## DISCUSSION

### Cooperative Agreement

Local agencies are required to enter into a cooperative agreement with Caltrans to take the lead role in managing a project on the state highway system. A separate cooperative agreement is required for every phase of the project (ex. preliminary design/environmental analysis, right-of-way acquisition, final design engineering, and construction) to identify the roles, responsibilities, and obligations of the respective parties in the conduct of the each phase of a project. The RTC has adopted cooperative agreements with Caltrans for the Highway 1 Corridor Tiered Environmental Document and every phase of the Highway 1 Soquel/Morrissey Auxiliary Lanes project, from preliminary design/environmental review through construction.

The Tier 1 Highway 1 Corridor Environmental Document requires that a detailed project level environmental analysis (Tier II) document be prepared for each increment of the larger project that provides independent utility to the public. The Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing Project will provide independent utility and benefit to the surrounding community and will not commit the RTC to complete further increments of the proposed Highway 1 Corridor Investment Program.

The roles, responsibilities, and obligations in the Draft Cooperative Agreement (Attachment 2), has been reviewed by RTC Legal Counsel and is similar to the cooperative agreements adopted for the Highway 1 Corridor and Auxiliary Lane projects, with 2 exceptions. The 2 exceptions noted below are determined to be a benefit to completing the work in a timely and professional manner:

- Caltrans will serve as the lead agency for compliance with the National Environmental Project Act (NEPA) through agreement between Caltrans and the FHWA. Caltrans assuming this role will shorten the timeframe for review of the draft and final environmental documents.
- Inclusion of a Closure Statement signed by both the Caltrans District Director and RTC Executive Director when the PA&ED phase is completed. This process should help ensure that all responsibilities and obligations have been met at the conclusion of the PA&ED phase of the project.

Subject to approval of the cooperative agreement by RTC's Legal Counsel as to form and procedure, **staff recommends the RTC Adopt a resolution (Attachment 1) authorizing the Executive Director to sign the Cooperative Agreement (Attachment 2) with Caltrans for the Project Approval and Environmental Documentation phase of the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing Project.**

### Request for Proposals

The California Transportation Commission (CTC) approved funding for the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing Project in May 2008. Initial delays in completing the Highway 1 environmental report and subsequent decision to pursue the tiered environmental document for the Highway 1 Corridor have led to a prolonged extension in beginning this work. With the threat of incurring further delays by the CTC allocating limited State Transportation Improvement Program (STIP) funds in this funding cycle, the RTC approved a shift in program funds for the preliminary design, environmental review, and final engineering phases of the project to locally controlled Regional Surface Transportation Program (RSTP) funds. Funding to begin the PA&ED work is included in the RTC's FY 2015-2016 Budget.

An initial design for the overcrossing was prepared as part of preliminary design work for the Tier I Highway 1 Corridor Project. This design work was completed as part of the Tier I environmental analysis of the corridor and allowed the identification of the project's area of potential effect (APE) and an initial survey of environmental issues associated with the Mar Vista project. Relevant portions of this analysis, with updates as appropriate, can be used but will have to be recast as a separate environmental document. Staff met with Caltrans staff for a field review meeting in March 2016, to help define the environmental work items and permits necessary for the project, as well as prospective design alternatives to minimize impacts to the surrounding environment and help solicit input from the community.

On the basis of this ground work, **staff recommends that the RTC authorize staff to prepare and release a Request for Proposals to secure consultant services to complete the Project Approval and Environmental Documentation phase of the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing Project.**

A proposal evaluation committee will be created composed of County, Caltrans, and RTC staff to review the consultant proposals and participate in the consultant selection process. Staff will negotiate a scope of work, budget, and schedule for presentation and approval by the RTC at a future meeting prior to beginning any work on the project.

### **SUMMARY**

As part of the initial planning of the Highway 1 Corridor Investment Program, the RTC directed that a bicycle and pedestrian crossing of Highway 1 be established at Mar Vista Drive to provide a safe link to Mar Vista Elementary, Cabrillo College, and to commercial areas and the beach on the respective sides of the highway. A combination of local and state/federal funding has been included in the 2016 State Transportation Improvement Program and the RTC's FY 2015-2016 Budget to begin the project development work. Staff recommends the RTC adopt a resolution

(Attachment 1) authorizing the Executive Director to sign the Cooperative Agreement (Attachment 2) with Caltrans for the Project Approval and Environmental Documentation phase of the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing Project and authorize staff to prepare and release a Request for Proposals to secure consultant services to complete this first phase of the project development process. Staff will negotiate a scope of work, budget, and schedule for presentation and approval by the RTC at a future meeting prior to beginning any work on the project.

Attachments:

1. Resolution
2. Cooperative Agreement with Caltrans

# ATTACHMENT 1

## RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of June 2, 2016,  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR  
TO SIGN A COOPERATIVE AGREEMENT WITH CALTRANS  
FOR THE PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT PHASE  
TO CONSTRUCT A BICYCLE/PEDESTRIAN OVERCROSSING OF HIGHWAY 1 IN  
VICINITY OF MAR VISTA DRIVE

WHEREAS, the Santa Cruz County Regional Transportation Commission (SCCRTC) identified the improvement of State Route (Highway) 1 as a priority since the adoption of the 2001 Regional Transportation Plan; and,

WHEREAS, the State, acting by and through its Department of Transportation (CALTRANS), prepared and approved a Project Initiation Document on August 12, 2002, to make operational improvements to Highway 1, including the construction of a bicycle and pedestrian crossing of Highway 1 in vicinity of Mar Vista Drive in Santa Cruz County (Project); and,

WHEREAS, the SCCRTC has programmed a combination of local, state, and federal funds in the 2016 State Transportation Improvement Program (STIP) and the SCCRTC's Fiscal Year 2015-2016 Budget for work to begin on the Project Approval and Environmental Documentation (PA/ED) phase of the Project; and,

WHEREAS, the SCCRTC and CALTRANS agree that the SCCRTC shall act on behalf of CALTRANS to manage the PA/ED phase of the Project; and,

WHEREAS, the SCCRTC and CALTRANS mutually desire to cooperate and to specify the terms and conditions under which the PA/ED phase of the project will be developed and financed;

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

1. The Executive Director is hereby authorized to sign a Cooperative Agreement between CALTRANS and the SCCRTC, and to take all necessary and appropriate actions to administer the responsibilities as defined in the Cooperative Agreement for the purpose of completing the PA/ED phase of the Project.
2. The Executive Director is hereby authorized to amend the Cooperative Agreement as

## ATTACHMENT 1

necessary to ensure completion of the PA/ED phase of the Project in accordance with Federal, State and local requirements and priorities.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

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Don Lane, Chair

ATTEST:

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George Dondero, Secretary

Distribution: Caltrans  
SCCRTC

**COOPERATIVE AGREEMENT COVER SHEET**

**Work Description**

Construct a bicycle/pedestrian overcrossing structure at Mar Vista Drive on Route 1 in Santa Cruz County

**Contact Information**

**CALTRANS**

Luis Duazo, Project Manager  
50 Higuera Street  
San Luis Obispo, CA 93401  
Office Phone: (805) 542-4678  
Mobile Phone: (805) 441-3775  
Email: luis.duazo@dot.ca.gov

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

Kim Shultz, Project Manager  
1523 Pacific Avenue  
Santa Cruz, CA 95060  
Office Phone: (860) 460-3200  
Email: kshultz@sccrtc.org

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## **COOPERATIVE AGREEMENT**

### State Independent Quality Assurance

This AGREEMENT, effective on \_\_\_\_\_, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Santa Cruz County Regional Transportation Commission, a public corporation/entity, referred to hereinafter as SCCRTC.

### **RECITALS**

1. PARTNERS are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130.
2. For the purpose of this AGREEMENT, *construct a bicycle/pedestrian overcrossing structure at Mar Vista Drive on Route 1 in Santa Cruz County* will be referred to hereinafter as PROJECT. The project scope of work is defined in the PROJECT initiation and approval documents (e.g. Project Study Report, Permit Engineering Evaluation Report, or Project Report).
3. All responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENTS will be referred to hereinafter as OBLIGATIONS:
  - Project Approval and Environmental Document (PA&ED)
4. This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between PARTNERS regarding the PROJECT.
5. The following work associated with this PROJECT has been completed or is in progress:
  - SCCRTC completed the Project Initiation Document on August 12, 2002.
6. In this AGREEMENT capitalized words represent defined terms, initialisms, or acronyms.
7. PARTNERS hereby set forth the terms, covenants, and conditions of this AGREEMENT, under which they will accomplish OBLIGATIONS.

### **RESPONSIBILITIES**

#### **Sponsorship**

8. SCCRTC is the SPONSOR for the PROJECT COMPONENT in this AGREEMENT.

### **Funding**

9. The OBLIGATIONS do not use funds administered by CALTRANS. PARTNERS will amend this AGREEMENT should this condition change.
10. Each PARTNER is responsible for the costs they incur in performing the OBLIGATIONS of this AGREEMENT unless otherwise stated in this AGREEMENT.

### **Implementing Agency**

11. SCCRTC is the IMPLEMENTING AGENCY for PA&ED.
12. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will provide a Quality Management Plan (QMP) for that component as part of the PROJECT MANAGEMENT PLAN. The Quality Management Plan describes the IMPLEMENTING AGENCY's quality policy and how it will be used. The Quality Management Plan is subject to CALTRANS review and approval.
13. Any PARTNER responsible for completing WORK shall make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT including PROJECT COMPONENT work that may occur under separate agreements.

### **Independent Quality Assurance**

14. CALTRANS will provide Independent Quality Assurance for the portions of WORK within the existing and proposed SHS right-of-way.

CALTRANS' Independent Quality Assurance efforts are to ensure that SCCRTC's quality assurance activities result in WORK being developed in accordance with the applicable standards and within an established Quality Management Plan. Independent Quality Assurance does not include any efforts necessary to develop or deliver WORK or any validation by verifying or rechecking work performed by another party.

When CALTRANS performs Independent Quality Assurance it does so for its own benefit. No one can assign liability to CALTRANS due to its Independent Quality Assurance.

**Environmental Document Quality Control (EDQC) Program**

15. Per NEPA assignment and CEQA statutes, CALTRANS will perform Environmental Document Quality Control and NEPA Assignment Review Procedures for environmental documentation. CALTRANS quality control and quality assurance procedures for all environmental documents are described in the Jay Norvell Memos dated October 1, 2012 (available at [http://www.dot.ca.gov/ser/memos.htm#LinkTarget\\_705](http://www.dot.ca.gov/ser/memos.htm#LinkTarget_705)). This also includes the independent judgment analysis and determination under CEQA that the environmental documentation meets CEQA requirements.

**CEQA/NEPA Lead Agency**

16. CALTRANS is the CEQA Lead Agency for the PROJECT.
17. CALTRANS is the NEPA Lead Agency for the PROJECT.

**Environmental Permits, Approvals and Agreements**

18. PARTNERS will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTNER's responsibilities in this AGREEMENT.
19. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.
20. The PROJECT requires the following environmental requirements/approvals:

<b>ENVIRONMENTAL PERMITS/REQUIREMENTS</b>
Coastal Development Permit, California Coastal Commission

**Project Approval and Environmental Document (PA&ED)**

21. As IMPLEMENTING AGENCY for PA&ED, SCCRTC is responsible for all PA&ED WORK except those PA&ED activities and responsibilities that are assigned to another PARTNER in this AGREEMENT and those activities that may be specifically excluded.

22. CALTRANS will be responsible for completing the following PA&ED activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)
Independent Quality Assurance
Environmental Document Quality Control
165.15.15.xx Section 7 Consultation
165.25.25 Approval to Circulate Resolution
175.20 Project Preferred Alternative
180.10.05.05.xx CEQA Lead Final Env. Doc QA/QC and Approval
180.15.05 Record of Decision (NEPA)
180.15.10 Notice of Determination (CEQA)

23. Any PARTNER preparing environmental documentation, including studies and reports, will ensure that qualified personnel remain available to help resolve environmental issues and perform any necessary work to ensure that the PROJECT remains in environmental compliance.

California Environmental Quality Act (CEQA)

24. CALTRANS will determine the type of CEQA documentation and will cause that documentation to be prepared in accordance with CEQA requirements.
25. Any PARTNER involved in the preparation of CEQA environmental documentation will prepare the documentation to meet CEQA requirements and follow CALTRANS' standards that apply to the CEQA process.
26. Any PARTNER preparing any portion of the CEQA environmental documentation, including any studies and reports, will submit that portion of the documentation to the CEQA Lead Agency for review, comment, and approval at appropriate stages of development prior to public availability.
27. SCCRTC will submit CEQA-related public notices to CALTRANS for review, comment, and approval prior to publication and circulation.

28. SCCRTC will submit all CEQA-related public meeting materials to CALTRANS for review, comment, and approval at least ten (10) working days prior to the public meeting date. If CALTRANS makes any changes to the materials, then CALTRANS will allow SCCRTC to review, comment, and concur on those changes at least three (3) working days prior to the public meeting date.
29. CALTRANS will attend all CEQA-related public meetings.
30. If a PARTNER who is not the CEQA lead agency holds a public meeting about the PROJECT, that PARTNER must clearly state its role in the PROJECT and the identity of the CEQA lead agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the CEQA public review process.

That PARTNER will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the CEQA lead agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTNER makes any changes to the materials, it will allow the CEQA lead agency to review, comment on, and approve those changes at least three (3) working days prior to the public meeting date.

The CEQA lead agency maintains final editorial control with respect to text or graphics that could lead to public confusion over CEQA-related roles and responsibilities.

#### National Environmental Policy Act (NEPA)

31. Pursuant to Chapter 3 of Title 23, United States Code (23 U.S.C. 326) and 23 U.S.C. 327, CALTRANS is the NEPA lead agency for the PROJECT. CALTRANS is responsible for NEPA compliance, will determine the type of NEPA documentation, and will cause that documentation to be prepared in accordance with NEPA requirements.

CALTRANS, as the NEPA lead agency for PROJECT, will review, comment, and approve all environmental documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) at appropriate stages of development prior to approval and public availability.

When required as NEPA lead agency, CALTRANS will conduct consultation and coordination and obtain, renew, or amend approvals pursuant to the Federal Endangered Species Act, and Essential Fish Habitat.

When required as NEPA lead agency, CALTRANS will conduct consultation and coordination approvals pursuant to Section 106 of the National Historic Preservation Act.

32. Any PARTNER involved in the preparation of NEPA environmental documentation will follow FHWA and CALTRANS STANDARDS that apply to the NEPA process including, but not limited to, the guidance provided in the FHWA Environmental Guidebook (available at [www.fhwa.dot.gov/hep/index.htm](http://www.fhwa.dot.gov/hep/index.htm)) and the CALTRANS Standard Environmental Reference.
33. Any PARTNER preparing any portion of the NEPA environmental documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) will submit that portion of the documentation to CALTRANS for CALTRANS' review, comment, and approval prior to public availability.
34. SCCRTC will prepare, publicize, and circulate all NEPA-related public notices, except Federal Register notices. SCCRTC will submit all notices to CALTRANS for CALTRANS' review, comment, and approval prior to publication and circulation.

CALTRANS will work with the appropriate federal agency to publish notices in the Federal Register.

35. CALTRANS will attend all NEPA-related public meetings.
36. SCCRTC will submit all NEPA-related public meeting materials to CALTRANS for CALTRANS' review, comment, and approval at least ten (10) workingdays prior to the public meeting date.
37. If a PARTNER who is not the NEPA lead agency holds a public meeting about the PROJECT, that PARTNER must clearly state its role in the PROJECT and the identity of the NEPA lead agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the NEPA public review process.

That PARTNER will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the NEPA lead agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTNER makes any changes to the materials, it will allow the NEPA lead agency to review, comment on, and approve those changes at least three (3) working days prior to the public meeting date.

The NEPA lead agency has final approval authority with respect to text or graphics that could lead to public confusion over NEPA-related roles and responsibilities.

### **Schedule**

38. PARTNERS will manage the schedule for OBLIGATIONS through the work plan included in the PROJECT MANAGEMENT PLAN.

### **Additional Provisions**

39. PARTNERS will perform all OBLIGATIONS in accordance with federal and California laws, regulations, and standards; FHWA STANDARDS; and CALTRANS STANDARDS.
40. CALTRANS retains the right to reject noncompliant WORK, protect public safety, preserve property rights, and ensure that all WORK is in the best interest of the SHS.
41. Each PARTNER will ensure that personnel participating in OBLIGATIONS are appropriately qualified or licensed to perform the tasks assigned to them.
42. PARTNERS will invite each other to participate in the selection of any consultants who participate in OBLIGATIONS.
43. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within SHS right-of-way. Contractors and/or agents, and utility owners will not work within the SHS right-of-way without an encroachment permit issued in their name. CALTRANS will provide encroachment permits to PARTNERS, their contractors, consultants and agents, and utility owners at no cost. If the encroachment permit and this AGREEMENT conflict, the requirements of this AGREEMENT shall prevail.
44. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the PROJECT COMPONENT WORK.
45. If any PARTNER discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTNER will notify all PARTNERS within twenty-four (24) hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and a plan is approved for its removal or protection.
46. PARTNERS will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the PROJECT in confidence to the extent permitted by law and where applicable, the provisions of California Government Code section 6254.5(e) shall protect the confidentiality of such documents in the event that said documents are shared between PARTNERS.

PARTNERS will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the PROJECT without the written consent of the PARTNER authorized to release them, unless required or authorized to do so by law.

47. If a PARTNER receives a public records request pertaining to OBLIGATIONS, that PARTNER will notify PARTNERS within five (5) working days of receipt and make PARTNERS aware of any disclosed public documents. PARTNERS will consult with each other prior to the release of any public documents related to the PROJECT.
48. If HM-1 or HM-2 is found during a PROJECT COMPONENT, the IMPLEMENTING AGENCY for that PROJECT COMPONENT will immediately notify PARTNERS.
49. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing SHS right-of-way. CALTRANS will undertake, or cause to be undertaken, HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to the PROJECT schedule.

CALTRANS, independent of the PROJECT will pay, or cause to be paid, the cost of HM MANAGEMENT ACTIVITIES related to HM-1 found within the existing SHS right-of-way.

50. If HM-1 is found within the PROJECT limits and outside the existing SHS right-of-way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. SCCRTC, in concert with the local agency having land use jurisdiction over the parcel(s), will ensure that HM MANAGEMENT ACTIVITIES related to HM-1 are undertaken with minimum impact to PROJECT schedule.

The costs for HM MANAGEMENT ACTIVITIES related to HM-1 found within the PROJECT limits and outside the existing SHS right-of-way will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.

51. If HM-2 is found within the PROJECT limits, the public agency responsible for the advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM MANAGEMENT ACTIVITIES related to HM-2.
52. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.
53. SCCRTC will accept, reject, compromise, settle, or litigate claims of any non-AGREEMENT parties hired to complete OBLIGATIONS.
54. PARTNERS will confer on any claim that may affect OBLIGATIONS or PARTNERS' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTNER will prejudice the rights of another PARTNER until after PARTNERS confer on the claim.

55. If the PROJECT expends state or federal funds, each PARTNER will comply with the federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTNERS will ensure that any for-profit party hired to participate in the OBLIGATIONS will comply with the requirements in 48 CFR, Chapter 1, Part 31. When state or federal funds are expended on the PROJECT these principles and requirements apply to all funding types included in this AGREEMENT.
56. If the PROJECT expends state or federal funds, each PARTNER will undergo an annual audit in accordance with the Single Audit Act and the federal Office of Management and Budget (OMB) Circular A-133.
57. If the PROJECT expends federal funds, any PARTNER that hires an A&E consultant to perform WORK on any part of the PROJECT will ensure that the procurement of the consultant and the consultant overhead costs are in accordance with Chapter 10 of the *Local Assistance Procedures Manual*.
58. If WORK stops for any reason, IMPLEMENTING AGENCY will place the PROJECT right-of-way in a safe and operable condition acceptable to CALTRANS.
59. If WORK stops for any reason, each PARTNER will continue to implement all of its applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, as they apply to each PARTNER's responsibilities in this AGREEMENT, in order to keep the PROJECT in environmental compliance until WORK resumes.
60. Fines, interest, or penalties levied against a PARTNER will be paid by the PARTNER whose action or lack of action caused the levy.
61. SCCRTC will furnish CALTRANS with the Project History Files related to the PROJECT facilities on SHS within sixty (60) days following the completion of each PROJECT COMPONENT. SCCRTC will prepare the Project History File in accordance with the Project Development Procedures Manual, Chapter 7. All material will be submitted neatly in a three-ring binder and on a CD ROM in PDF format.

### **GENERAL CONDITIONS**

62. PARTNERS understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTNER initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

63. All CALTRANS' OBLIGATIONS under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
64. Neither SCCRTC nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless SCCRTC and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
65. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by SCCRTC, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon SCCRTC under this AGREEMENT. It is understood and agreed that SCCRTC, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by SCCRTC, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
66. PARTNERS do not intend this AGREEMENT to create a third party beneficiary or define duties, obligations, or rights in parties not signatory to this AGREEMENT. PARTNERS do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling OBLIGATIONS different from the standards imposed by law.
67. PARTNERS will not assign or attempt to assign OBLIGATIONS to parties not signatory to this AGREEMENT without an amendment to this AGREEMENT.
68. SCCRTC will not interpret any ambiguity contained in this AGREEMENT against CALTRANS. SCCRTC waives the provisions of California Civil Code section 1654.  
  
A waiver of a PARTNER's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.
69. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

70. If any PARTNER defaults in its OBLIGATIONS, a non-defaulting PARTNER will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTNER fails to do so, the non-defaulting PARTNER may initiate dispute resolution.
71. PARTNERS will first attempt to resolve AGREEMENT disputes at the PROJECT team level. If they cannot resolve the dispute themselves, the CALTRANS district director and the executive officer of SCCRTC will attempt to negotiate a resolution. If PARTNERS do not reach a resolution, PARTNERS' legal counsel will initiate mediation. PARTNERS agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTNERS from full and timely performance of OBLIGATIONS in accordance with the terms of this AGREEMENT. However, if any PARTNER stops fulfilling OBLIGATIONS, any other PARTNER may seek equitable relief to ensure that OBLIGATIONS continue.

Except for equitable relief, no PARTNER may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

PARTNERS will file any civil complaints in the Superior Court of the county in which the CALTRANS district office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

72. PARTNERS maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.
73. If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.
74. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTNERS will amend this AGREEMENT to include completion of those additional tasks.
75. Except as otherwise provided in the AGREEMENT, PARTNERS will execute a formal written amendment if there are any changes to OBLIGATIONS.

76. When WORK performed on the PROJECT is done under contract and falls within the Labor Code section 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code section 1771, PARTNERS shall conform to the provisions of Labor Code sections 1720 through 1815, and all applicable provisions of California Code of Regulations found in Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTNERS shall include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts. Work performed by a PARTNER's own employees is exempt from the Labor Code's Prevailing Wage requirements.
77. If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTNERS shall conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. § 276(a).

When applicable, PARTNERS shall include federal prevailing wage requirements in contracts for public work. WORK performed by a PARTNER's employees is exempt from federal prevailing wage requirements.

78. PARTNERS agree to sign a CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.
79. PARTNERS intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the OBLIGATIONS. The requirements of this AGREEMENT shall preside over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

## **DEFINITIONS**

**AGREEMENT** – This agreement including any attachments, exhibits, and amendments.

**CALTRANS STANDARDS** – CALTRANS policies and procedures, including, but not limited to, the guidance provided in the Project Development Procedures Manual (PDPM) and the CALTRANS Workplan Standards Guide for the Delivery of Capital Projects (WSG) [which contains the CALTRANS Work Breakdown Structure (WBS) and was previously known as the WBS Guide] and is available at <http://www.dot.ca.gov/hq/projmgmt/guidance.htm>.

**CEQA (California Environmental Quality Act)** – The act (California Public Resources Code, sections 21000 et seq.) that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those significant impacts, if feasible.

**CFR (Code of Federal Regulations)** – The general and permanent rules published in the Federal Register by the executive departments and agencies of the federal government.

**CLOSURE STATEMENT** – A document signed by PARTNERS that verifies the completion of all **OBLIGATIONS** included in this **AGREEMENT** and in all amendments to this **AGREEMENT**.

**EDQC (Environmental Document Quality Control)** - CALTRANS quality control and quality assurance procedures for all environmental documents as described in the Jay Norvell Memos dated October 1, 2012 (available at [http://www.dot.ca.gov/ser/memos.htm#LinkTarget\\_705](http://www.dot.ca.gov/ser/memos.htm#LinkTarget_705)). This also includes the independent judgment analysis and determination under CEQA that the environmental documentation meets CEQA requirements.

**FHWA** – Federal Highway Administration.

**FHWA STANDARDS** – FHWA regulations, policies and procedures, including, but not limited to, the guidance provided at [www.fhwa.dot.gov/topics.htm](http://www.fhwa.dot.gov/topics.htm).

**FUNDING PARTNER** – A PARTNER that commits funds in this **AGREEMENT** to fulfill **OBLIGATIONS**. A **FUNDING PARTNER** accepts the responsibility to provide the funds it commits in this Agreement.

**GAAP (Generally Accepted Accounting Principles)** – Uniform minimum standards and guidelines for financial accounting and reporting issued by the Federal Accounting Standards Advisory Board that serve to achieve some level of standardization. See <http://www.fasab.gov/accepted.html>.

**HM-1** – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by the **PROJECT** or not.

HM-2 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

HM MANAGEMENT ACTIVITIES – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

IMPLEMENTING AGENCY – The PARTNER responsible for managing the scope, cost, and schedule of a PROJECT COMPONENT to ensure the completion of that component.

IQA (Independent Quality Assurance) – CALTRANS’ efforts to ensure that another PARTNER’s quality assurance activities are in accordance with the applicable standards and the PROJECT’s Quality Management Plan (QMP). When CALTRANS performs Independent Quality Assurance it does not develop, produce, validate, verify, re-check, or quality control another PARTNER’s work products.

NEPA (National Environmental Policy Act of 1969) – This federal act establishes a national policy for the environment and a process to disclose the adverse impacts of projects with a federal nexus.

OBLIGATIONS – All WORK responsibilities and their associated costs.

OBLIGATION COMPLETION – PARTNERS have fulfilled all OBLIGATIONS included in this AGREEMENT and have signed a CLOSURE STATEMENT.

PA&ED (Project Approval and Environmental Document) – See PROJECT COMPONENT

PARTNER – Any individual signatory party to this AGREEMENT.

PARTNERS – The term that collectively references all of the signatory agencies to this AGREEMENT. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one PARTNER’s individual actions legally bind the other PARTNER.

**PROJECT COMPONENT** – A distinct portion of the planning and project development process of a capital project as outlined in California Government Code, section 14529(b).

- **PID (Project Initiation Document)** – The work required to deliver the project initiation document for the **PROJECT** in accordance with **CALTRANS STANDARDS**.
- **PA&ED (Project Approval and Environmental Document)** – The work required to deliver the project approval and environmental documentation for the **PROJECT** in accordance with **CALTRANS STANDARDS**.
- **PS&E (Plans, Specifications, and Estimate)** – The work required to deliver the plans, specifications, and estimate for the **PROJECT** in accordance with **CALTRANS STANDARDS**.
- **R/W (Right of Way)** – The project components for the purpose of acquiring real property interests for the **PROJECT** in accordance with **CALTRANS STANDARDS**.
  - **R/W (Right of Way) SUPPORT** – The work required to obtain all property interests for the **PROJECT**.
  - **R/W (Right of Way) CAPITAL** – The funds for acquisition of property rights for the **PROJECT**.
- **CONSTRUCTION** – The project components for the purpose of completing the construction of the **PROJECT** in accordance with **CALTRANS STANDARDS**.
  - **CONSTRUCTION SUPPORT** – The work required for the administration, acceptance, and final documentation of the construction contract for the **PROJECT**.
  - **CONSTRUCTION CAPITAL** – The funds for the construction contract.

**PROJECT MANAGEMENT PLAN** – A group of documents used to guide the **PROJECT**'s execution and control throughout that project's lifecycle.

**QMP (Quality Management Plan)** – An integral part of the **PROJECT MANAGEMENT PLAN** that describes **IMPLEMENTING AGENCY**'s quality policy and how it will be used.

**SHS (State Highway System)** – All highways, right-of-way, and related facilities acquired, laid out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization.

**SPONSOR** – Any **PARTNER** that accepts the responsibility to establish scope of the **PROJECT** and the obligation to secure financial resources to fund the **PROJECT COMPONENTS** in this **AGREEMENT**. A **SPONSOR** is responsible for adjusting the **PROJECT** scope to match committed funds or securing additional funds to fully fund the **PROJECT COMPONENTS** in this **AGREEMENT**. If this **AGREEMENT** has more than one **SPONSOR**, funding adjustments will be made by percentage (as outlined in Responsibilities). Scope adjustments must be developed through the project development process and must be approved by **CALTRANS** as the owner/operator of the **SHS**.

**WORK** – All efforts to complete the **OBLIGATIONS** included in this **AGREEMENT** as described by the activities in the **CALTRANS** Workplan Standards Guide for the Delivery of Capital Projects (**WSG**).

**SIGNATURES**

PARTNERS are empowered by California Streets and Highways Code section 114 and 130 to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT.

Signatories may execute this AGREEMENT through individual signature pages provided that each signature is an original. This AGREEMENT is not fully executed until all original signatures are attached.

**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION**

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Timothy M. Gubbins  
District Director

Certified as to funds:

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Julia Bolger  
Resource Manager

**SANTA CRUZ COUNTY REGIONAL  
TRANSPORTATION COMMISSION**

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George Dondero  
Executive Director

Certified as to funds:

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Daniel Nikuna  
Fiscal Officer

Approved as to form and procedure:

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SCCRTC Legal Counsel

## **CLOSURE STATEMENT INSTRUCTIONS**

1. Did PARTNERS complete all scope, cost and schedule commitments included in this AGREEMENT and any amendments to this AGREEMENT?

YES / NO

2. Did CALTRANS accept and approve all final deliverables submitted by SCCRTC?

YES / NO

3. Did the CALTRANS HQ Office of Accounting verify that all final accounting for this AGREEMENT and any amendments to this AGREEMENT were completed?

YES / NO

4. If construction is involved, did the CALTRANS District Project Manager verify that all claims and third party billings (utilities, etc.) have been settled before termination of the AGREEMENT?

YES / NO

5. Did PARTNERS complete and transmit the As-Built Plans, Project History File, and all other required contract documents?

YES / NO

If ALL answers are “YES”, this form may be used to TERMINATE this AGREEMENT.

**CLOSURE STATEMENT**

PARTNERS agree that they have completed all scope, cost, and schedule commitments included in Agreement 05-0314 and any amendments to the agreement.

The final signature date on this document terminates Agreement 05-0314 except survival articles.

All survival articles in Agreement 05-0314 will remain in effect until expired by law, terminated or modified in writing by PARTNER's mutual agreement, whichever occurs earlier.

The people signing this Agreement have the authority to do so on behalf of their public agencies.

**CALTRANS**

\_\_\_\_\_  
Name:  
District Director  
  
Date: \_\_\_\_\_

CERTIFIED AS TO ALL FINANCIAL  
OBLIGATIONS/TERMS AND POLICIES

\_\_\_\_\_  
Name:  
Resource Manager

**SANTA CRUZ COUNTY REGIONAL  
TRANSPORTATION COMMISSION**

\_\_\_\_\_  
Name:  
Executive Director  
  
Date: \_\_\_\_\_